



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

UMTRI - 96 - 8  
VERSION 05

UM-3713-98  
1998 Pontiac Grand Am

# In-depth Vehicle Occupant Report

The University  
of Michigan  
Transportation  
Research Institute



UMIVOR-UMIVOR-UMIVOR

## **DISCLAIMERS**

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

Case Vehicle (A): 1998 Pontiac  
Type: Grand Am SE, 2-door coupe  
Driver: 20-year-old female  
CDC: 12-FDEW-2

Veh. (B): 1996 Ford  
Type: Ranger XL, 4 x 2 pickup  
Driver: 20-year-old male  
CDC: 99-00000-0

### Situation

(Slide 1) Case vehicle (A) was traveling at a driver-estimated speed of 75 kph in the left westbound lane of a (slide 2) four-lane asphalt road. It was daylight, the sky was cloudy, but the road surface was dry and in good condition. Vehicle (B) was traveling west at an unknown speed in front of case vehicle (A) and behind vehicle (X). When traffic stopped in the left westbound lane in front of vehicle (B), the driver of vehicle (B) slowed down and went into the right westbound lane to avoid being struck in the rear by case vehicle (A). The driver of case vehicle (A) also steered into the right westbound lane and struck vehicle (B) in the rear with its front. The driver of vehicle (B) had been drinking and a PBT test revealed a blood alcohol level .07 percent. Damage to the rear of vehicle (B) was minor, and it was driven from the accident scene.

Using the WinSMASH accident-reconstruction program (slides 3, 4, 5 and 6) and the averaged c-values measured at the level of the bumper and (slide 7 and 8) the upper radiator support, the following Equivalent Barrier Speed was calculated for case vehicle (A):

| Vehicle          | Variable | Calculated Velocity Change - kph (mph) |              |             |
|------------------|----------|--|--------------|-------------|
|                  |          | Total                                  | Longitudinal | Latitudinal |
| Case Vehicle (A) | EBS      | 20 (12)                                | -19 (-12)    | -3 (-2)     |

### Exterior Damage

(Slide 9) Damage to case vehicle (A) was moderate. Direct contact length of 139 cm extended the entire width of the damaged front bumper. (Slide 10) The maximum crush was 31 cm to the right upper radiator support. In the front, (slides 11 and 12) the grille, both headlight assemblies, the hood, and (slide 13) the hood latch were damaged, and the hood latch was jammed

closed. The rear edge of the hood was elevated, but it did not contact the undamaged windshield. (Slide 14) There was no left-side damage, (slide 15) but the wheelbase was increased 4 cm. (Slide 16) There was no right-side damage and (slide 17) there was no significant change in the wheelbase.

#### Interior Damage

(Slide 18) This vehicle was equipped with steering-wheel and (slide 19) passenger frontal-impact airbags, which deployed. (Slides 20 and 21) There was no damage to the steering-wheel rim or spokes, and no apparent rotation of the steering column. (Slides 22 and 23) The upper instrument panel and upper vent outlets were damaged due to the passenger airbag deployment. (Slides 24, 25, 26, 27, 28 and 29) There was no observable interior damage.

#### Occupant Injuries and Kinematics

(Slide 30) The 5-ft, 4-in, 90-lb 20-year-old female driver was not wearing the available three-point belt, (slide 31) but the untethered next-generation airbag deployed. Prior to impact, she reportedly had her right foot on the brake pedal and her hands at the 10 and 2 o'clock positions on the steering-wheel rim. She sustained strained and swollen right forearm and upper arm, probably due to bracing (steering-wheel), or possibly due to contact by the deploying airbag.

The 6-ft, 4-in, 220-lb 25-year-old male right-front passenger was wearing the three-point belt and the frontal-impact airbag deployed. During the frontal impact, he moved forward into the belt restraint and airbag and did not sustain any injuries.

(Slide 32) The 5-ft, 4-in, 120-lb 18-year-old female rear-center passenger was wearing the available lap belt. She was sitting sideways with her feet behind the drivers seat. She did not sustain any injuries during the frontal impact.

(Slides 33, 34 and 35) The attached tables summarize the injuries sustained by the female driver, the right-front passenger, and the rear-center passenger.

Occupant: Driver  
Restraints: 3-point belt not worn, airbag deployed

Age: 20 years  
Stature: 163 cm (5 ft 4 in)

Sex: Female  
Mass: 41 kg (90 lb)

| Injury Description                                   | A.I.S.   | Injury Source |                          |          |
|--|----------|---------------|--------------------------|----------|
|  |          | Definite      | Probable                 | Possible |
| Strain and swollen right arm, from wrist to shoulder | 1        |               | Steering wheel (bracing) | Airbag   |
| <u>Maximum A.I.S. Level</u>                          | <u>1</u> |               |                          |          |
| <u>Injury Severity Score</u>                         | <u>1</u> |               |                          |          |

Occupant: Right front  
Restraints: 3-point belt worn and airbag deployed

Age: 25 years  
Stature: 193 cm (6 ft 4 in)

Sex: Male  
Mass: 100 kg (220 lb)

| Injury Description           | A.I.S.   | Injury Source |          |          |
|------------------------------|----------|---------------|----------|----------|
|                              |          | Definite      | Probable | Possible |
| No injury                    |          |               |          |          |
| <u>Maximum A.I.S. Level</u>  | <u>0</u> |               |          |          |
| <u>Injury Severity Score</u> | <u>0</u> |               |          |          |

Occupant: Center rear  
Restraints: Lap belt worn, sitting on seat sideways with feet behind drivers seat

Age: 18 years  
Stature: 163 cm (5 ft 4 in)

Sex: Female  
Mass: 54 kg (120 lb)

| Injury Description           | A.I.S.   | Injury Source |          |          |
|------------------------------|----------|---------------|----------|----------|
|                              |          | Definite      | Probable | Possible |
| No injury                    |          |               |          |          |
| <u>Maximum A.I.S. Level</u>  | <u>0</u> |               |          |          |
| <u>Injury Severity Score</u> | <u>0</u> |               |          |          |

TEAM CODE

30

ACCIDENT ID

03713

VEHICLE NUMBER

1

MODULE

A D

FORMAT

0 1

FORM VERSION

0 5

NO. OF CASE VEHICLES IN ACCIDENT

1

NUMBER OF SLIDES

35

TEAM REPORT NUMBER

UM-3713-98

## SPECIAL STUDY

(00) None  
(01) Offset Frontal  
(98) Not Applicable99

DATE OF FIELD INVESTIGATION:

~~1996~~ 98

INVESTIGATOR:

~~1~~

LOCATION WHERE VEHICLE WAS EVALUATED:

~~1~~, Michigan

CIRCLE PHOTO RECORDS MADE:

SLIDES

NEGATIVES

POLAROID

REPORT PREPARED BY:

~~1~~

[illegible]





## GENERAL INFORMATION GI-3

|  |                |  |                    |
|--|----------------|--|--------------------|
| <b>CRASH DETAILS</b>   |                | <b>HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE)</b>  |                    |
| <b>CASE VEHICLE AND OBJECT</b>   | <u>0</u><br>45 | (0) O - NO INJURY<br>(1) C - POSSIBLE INJURY<br>(2) B - NON-INCAPACITATING INJURY<br>(3) A - INCAPACITATING INJURY<br>(4) K - FATAL<br>(5) INJURED, SEVERITY UNKNOWN<br>(6) DIED PRIOR TO ACCIDENT<br>(7) NON-FATAL INJURY SEVERITY UNKNOWN<br>(9) UNKNOWN | <u>0</u><br>53     |
| <b>CASE VEHICLE ROLLOVER</b>   | <u>0</u><br>46 |  |                    |
| (0) NO ROLLOVER<br>(1) YES, FIRST EVENT<br>(2) YES, SUBSEQUENT EVENT<br>(3) YES, SEQUENCE UNKNOWN<br>(9) UNKNOWN |                | <b>DRIVER IMPAIRMENT</b>   |                    |
| <b>CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT)</b>  | <u>0</u><br>47 | <b>DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE)</b>   | <u>0</u><br>54     |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | (0) NONE<br>(1) YES<br>(9) UNKNOWN/NOT REPORTED/<br>NO DRIVER  |                    |
| <b>MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE</b>  | <u>1</u><br>48 | <b>DRIVER ALCOHOL BAC (CASE VEHICLE)</b>   | <u>80</u><br>55 56 |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | (80) NO TEST<br>(90) CHEMICAL TESTS, NO RESULTS<br>(95) AUTOPSY, NO RESULTS<br>(99) UNKNOWN  |                    |
| <b>CASE VEHICLE AND CONTACTED STOPPED VEHICLE</b>  | <u>0</u><br>49 | <b>WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE?</b>  | <u>0</u><br>57     |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | (0) NO<br>(1) YES<br>(9) UNKNOWN   |                    |
| <b>STOPPED CASE VEHICLE AND CONTACTED VEHICLE</b>  | <u>0</u><br>50 | <b>LIST IMPAIRMENTS MENTIONED:</b>   |                    |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | _____<br>_____<br>_____  |                    |
| <b>TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH</b>   | <u>1</u><br>51 | <b>POST - CRASH DETAIL</b>   |                    |
| (8) 8 OR MORE<br>(9) UNKNOWN   |                | <b>MANNER CASE VEHICLE LEFT SCENE</b>  |                    |
| <b>ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE)</b>  | <u>0</u><br>52 | (1) DRIVEN<br>(2) TOWED DUE TO DAMAGE<br>(3) TOWED, NOT DUE TO DAMAGE<br>(4) TOWED, REASON UNKNOWN<br>(9) UNKNOWN  |                    |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | <u>2</u><br>58   |                    |

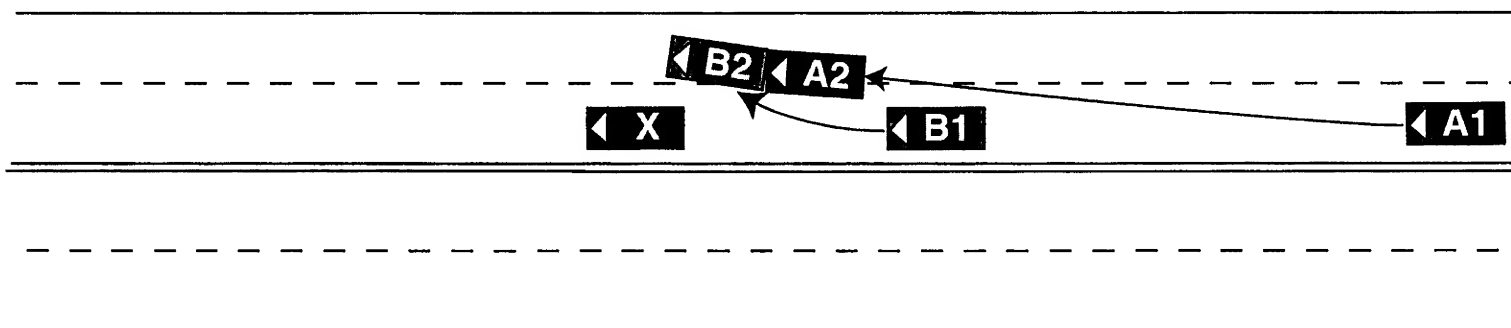
## ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: Case veh. (A) was traveling west and  
veh. (B) was traveling west in front of case veh. (A).  
Veh. (B) changed lanes and was struck in the  
rear by the front of case vehicle (A), which also changed lanes.

CASE VEHICLE (A): 1998 Pontiac Grand Am **Q**  
 OTHER VEHICLE (B): 1996 Ford Ranger **4**  
 THIRD VEHICLE (C): \_\_\_\_\_



NORTH



Duplicate columns 1-8  
from the previous card.

Module 0 V Format 0 1  
9 10 11 12

OTHER VEHICLE OV-1

MAKE: Ford

CARGO: \_\_\_\_\_

MODEL: Ranger XL, 4x2 Pickup

VIN

MANUFAC/BODY CODE

1 2 1 1 2  
30 34

MAKE/MODEL CODE

3 1 2 1  
38

MODEL YEAR

1 9 9 6

VEHICLE MASS (kg)

0 0 1 3 4 3  
41 46

IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER

0

NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)

0 2  
49

TRAVELING SPEED (km/h)

9 9 7  
52

- (000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(8) UNOCCUPIED VEHICLE  
(NOT APPLICABLE)  
(9) UNKNOWN

0  
53

## VEHICLE TYPE

### PASSENGER VEHICLE

- (02) LARGE  
(03) LIMOUSINE  
(17) PICKUP CAR  
(20) UNKNOWN PASSENGER VEHICLE BODY  
(24) SUB-MINI  
(25) MINI  
(26) SUB-COMPACT  
(27) COMPACT  
(28) INTERMEDIATE  
(29) FULL

1 2  
54 55

### MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)  
(15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(17) PICKUP CAR WITH CANOPY/SHELL COVER  
(21) MOTOR HOME  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(23) PICKUP CAR WITH SLIDE-IN CAMPER  
(31) CHASSIS-MOUNTED CAMPER

### TRUCK

- (11) VAN  
(12) PICKUP TRUCK  
(13) UNKNOWN LIGHT TRUCK  
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
(30) UNKNOWN TRUCK TYPE  
(31) CHASSIS-MOUNTED CAMPER  
(33) DELIVERY VAN (WALK-IN)  
(34) STRAIGHT TRUCK  
(35) TRUCK-TRACTOR (BOBTAIL)  
(36) CHASSIS-CAB  
(37) UNKNOWN HEAVY TRUCK  
(38) TRACTOR & SEMI-TRAILER (SEMI)  
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

### BUS

- (40) UNKNOWN BUS TYPE  
(41) SCHOOL BUS  
(42) INTERCITY BUS (BETWEEN CITIES)  
(43) TRANSIT BUS (INTRACITY)  
(44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)  
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN

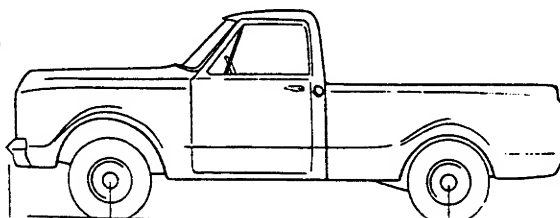
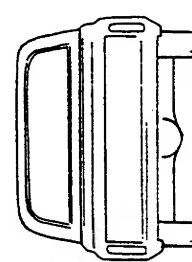
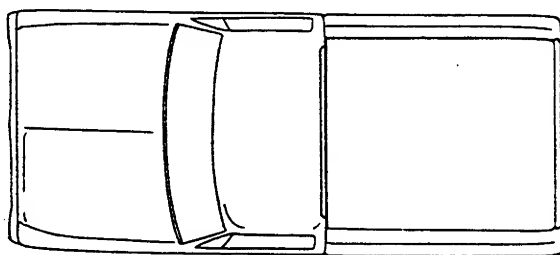
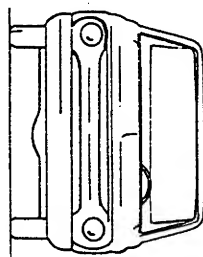
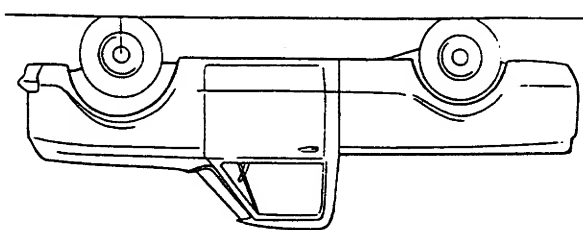
2 7 4  
56 57 58

Duplicate columns 1-8  
from the previous card.Module 0 V Format 0 2  
9 10 11 12

OTHER VEHICLE OV-2

## ORIGINAL SPECIFICATIONS

|                     |                |                            |               |
|---------------------|----------------|----------------------------|---------------|
| Wheelbase           | <u>274</u> cm  | Front Overhang             | <u>085</u> cm |
| Curb Weight         | <u>1343</u> kg | Rear Overhang              | <u>109</u> cm |
| Average Track Width | <u>145</u> cm  | Undeformed End Width (UEW) | <u>155</u> cm |
| Overall Length      | <u>467</u> cm  | Engine Displacement        | <u>2.3</u> L  |
| Overall Width (OAW) | <u>176</u> cm  | Engine: # of Cylinders     | <u>04</u>     |



*This vehicle was  
driven from accident  
scene and was  
not inspected.*

## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

999 cmFront-End Overlap (Percent) =  $\frac{DDL}{UEW}$ 99 %Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ 99 %

| Duplicate columns 1-8 from the previous card.           Module <u>V</u> <u>D</u> Format <u>0</u> <u>1</u><br>9   10       11   12  |  | VEHICLE DESCRIPTION   VD-1  |  |
|--|--|---|--|
| MAKE: <u>Pontiac</u>   |  | CARGO: <u>None</u>  |  |
| MODEL: <u>Grand Am SE, 2-door coupe</u>  |  |   |  |
| VIN <span style="background-color: black; color: black;">[REDACTED]</span> <div style="text-align: center; margin-top: -10px;"> <span style="margin: 0 10px;">13</span> <span style="margin: 0 10px;">29</span> </div> |  |   |  |
| MANUFAC/BODY CODE <u>1 1 5 2 7</u><br>30           34  |  | <div>STOLEN VEHICLE</div> <div style="margin-top: 10px;">           (0) NO<br/>           (1) YES<br/>           (8) NOT COLLECTED<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>8</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>60</div> </div> <div style="margin-top: 20px;">           BODY STRUCTURE         </div> <div style="margin-top: 10px;">           (1) BODY &amp; FRAME<br/>           (2) UNITIZED<br/>           (3) INTEGRAL-STUB FRAME<br/>           (4) BODY &amp; PLATFORM FRAME<br/>                 (E.G. VW BUG)<br/>           (5) PARTIALLY UNITIZED<br/>           (7) OTHER: _____<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>2</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>61</div> </div> <div style="margin-top: 20px;">           TRANSMISSION         </div> <div style="margin-top: 10px;">           (0) NONE<br/>           (1) AUTOMATIC<br/>           (2) MANUAL<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>1</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>62</div> </div> <div style="margin-top: 20px;">           LOCATION OF TRANSMISSION<br/>           SELECTOR LEVER         </div> <div style="margin-top: 10px;">           (1) FLOOR<br/>           (2) CONSOLE<br/>           (3) COLUMN<br/>           (7) OTHER: _____<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>2</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>63</div> </div> <div style="margin-top: 20px;">           STEERING         </div> <div style="margin-top: 10px;">           (1) POWER<br/>           (2) MANUAL<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>1</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>64</div> </div> <div style="margin-top: 20px;">           BRAKES         </div> <div style="margin-top: 10px;">           (1) POWER<br/>           (2) MANUAL<br/>           (9) UNKNOWN         </div> <div style="margin-top: 20px;"> <div>1</div> <div style="border-top: 1px solid black; width: 20px; margin: 0 auto;"></div> <div>65</div> </div> |  |
| MAKE/MODEL CODE <u>0 3 3 1</u><br>38   |  |   |  |
| MODEL YEAR               1 9 <u>9 8</u>  |  |   |  |
| VEHICLE MASS (kg) <u>0 0 1 2 8 6</u><br>41           46  |  |   |  |
| ODOMETER (km)<br>(ENTER 9'S IF UNKNOWN) <u>0 0 7 5 6 5</u><br>(ENTER 8'S IF ELECTRONIC)   47           52  |  |   |  |
| NUMBER OF OCCUPANTS <u>0 3</u><br>(ENTER 9'S IF UNKNOWN)       54  |  |   |  |
| TRAVELING SPEED (km/h) <u>9 9 9</u><br>57  |  |   |  |
| (000) PARKED OR STOPPED<br>(995) JUST STARTING UP<br>(996) BACKING UP<br>(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)<br>(998) SPEED EXCESSIVE (BUT UNKNOWN)<br>(999) UNKNOWN   |  |   |  |
| VEHICLE TYPE   |  |   |  |
| PASSENGER VEHICLE  |  |   |  |
| (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)  |  |   |  |
| (12) 2-DOOR SEDAN OR COUPE<br>(ANY UPPER B-PILLAR)   |  |   |  |
| (13) 4-DOOR HARDTOP  |  |   |  |
| (14) 4-DOOR SEDAN  |  |   |  |
| (15) STATION WAGON   |  |   |  |
| (16) CONVERTIBLE   |  |   |  |
| (18) OTHER PASS. VEH. : _____  |  |   |  |
| (19) PASSENGER VEHICLE, TYPE UNKNOWN   |  |   |  |
| MULTIPURPOSE PASSENGER VEHICLE   |  |   |  |
| (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)  |  |   |  |
| (22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  |  |   |  |
| (23) VAN, SIZE UNKNOWN   |  |   |  |
| (24) VAN, SMALL (MINI)   |  |   |  |
| (25) VAN, LARGE  |  |   |  |
| (29) MPV, TYPE UNKNOWN   |  |   |  |
| (30) MOTOR HOME  |  |   |  |
| TRUCK  |  |   |  |
| (31) PICKUP TRUCK, UNKNOWN   |  |   |  |
| (32) PICKUP TRUCK, SMALL (DOWNSIZED)   |  |   |  |
| (33) PICKUP TRUCK, LARGE   |  |   |  |
| (99) UNKNOWN   |  |   |  |

## VEHICLE DESCRIPTION VD-2

## TYPE OF BRAKES

- (1) DRUM, ALL WHEELS  
 (2) DISC, FRONT WHEELS  
 (3) DISC, ALL WHEELS  
 (9) UNKNOWN

2  
66

WHEELBASE (cm)  
 (999) Unknown

263  
74 75 76

## BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED  
 (1) TWO-WHEEL  
 (2) FOUR-WHEEL  
 (7) EQUIPPED, UNKNOWN WHEELS  
 (9) UNKNOWN

2  
67

PLASTIC ANTI-LACERATIVE  
 INNER LAYER GLASS EQUIPPED

- (0) NONE  
 (1) WINDSHIELD  
 (2) WINDSHIELD AND SIDE  
 (7) OTHER  
 (9) UNKNOWN

0  
77

## AIR CONDITIONING IN VEHICLE

- (0) NO  
 (1) YES  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
68

## TYPE OF DRIVE

- (1) REAR WHEEL  
 (2) FRONT WHEEL  
 (3) FOUR WHEEL  
 (4) ALL WHEEL DRIVE  
 (9) UNKNOWN

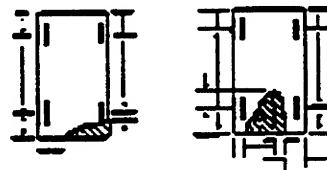
2  
69

## FIELD INVESTIGATOR INSTRUCTIONS:

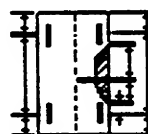
1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

## EXAMPLES:

FRONT OR REAR



SIDE



ROOF (REFERENCE TO  
 TOP OF DOOR SILL  
 OR WINDOW SILL)



## DUAL REAR WHEELS

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
70

ORIGINAL TYPE  
 OF RESTRAINT SYSTEM

- (1) ACTIVE BELT  
 (2) PASSIVE BELT  
 (3) AIRBAG  
 (4) KNEE BOLSTERS  
 (7) OTHER: \_\_\_\_\_  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

3  
71

## EQUIPPED WITH ROLL BAR

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
72

## TYPE OF ROOF

- (0) NONE  
 (1) SOLID  
 (2) T-TOP CLOSED  
 (3) T-TOP OPEN  
 (4) SUN ROOF CLOSED  
 (5) SUN ROOF OPEN  
 (6) CONVERTIBLE CLOSED  
 (7) CONVERTIBLE OPEN  
 (8) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

1  
73

Duplicate columns 1-8  
from the previous card.

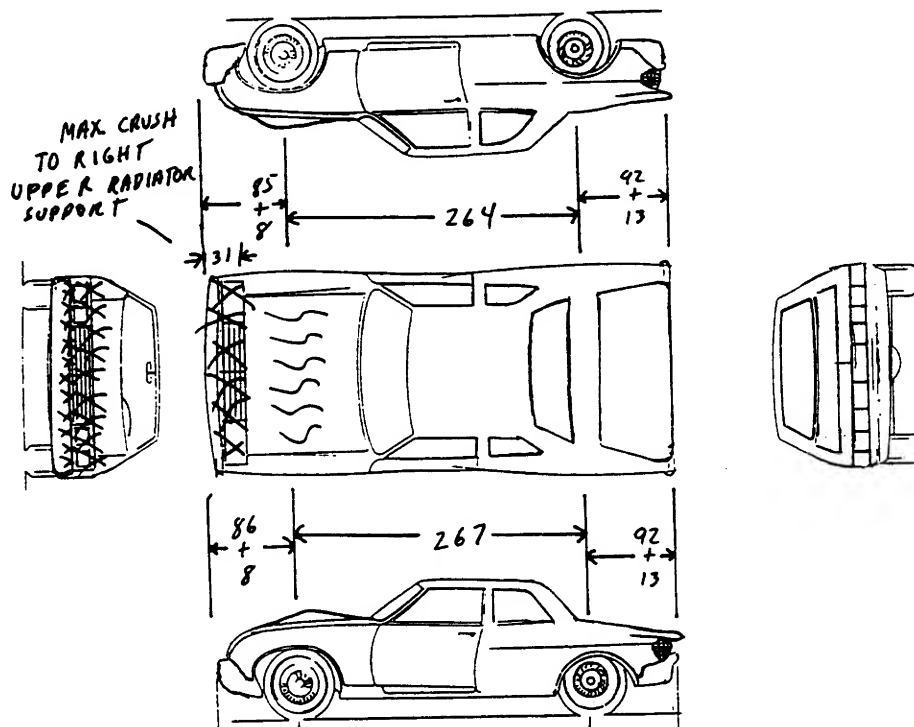
Module V D Format 0 2  
9 10 11 12

# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

|                     |                        |                            |                        |
|---------------------|------------------------|----------------------------|------------------------|
| Wheelbase           | <u>263</u> cm          | Front Overhang             | <u>106</u> cm<br>22 24 |
| Curb Weight         | <u>1286</u> kg         | Rear Overhang              | <u>106</u> cm<br>25 27 |
| Average Track Width | <u>143</u> cm<br>13 15 | Undeformed End Width (UEW) | <u>140</u> cm<br>28 30 |
| Overall Length      | <u>473</u> cm<br>16 18 | Engine Displacement        | <u>3.1</u> L<br>31 32  |
| Overall Width (OAW) | <u>174</u> cm<br>19 21 | Engine: # of Cylinders     | <u>06</u><br>33 34     |

## VEHICLE DAMAGE



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 140 cm  
35 37

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$

98%  
38 39

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

98%  
40 41





Duplicate columns 1-8  
from the previous card.Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

## MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 0 3 1  
13 15RIGHT SIDE 0 0 0  
16 18REAR 0 0 0  
19 21LEFT SIDE 0 0 0  
22 24ROOF 0 0 0  
25 27OTHER 0 0 0  
28 30CHRONOLOGICAL SEQUENCE  
OF DAMAGE/INJURY PRODUCING CRASH EVENTS  
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONALDO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER? 1  
31(0) NO  
(1) YES

| EVENT<br>NUMBER | IMPACT LOCATION<br>(1) ON ROADWAY<br>(2) SHOULDER/MEDIAN/GORE<br>(3) ON ROADSIDE<br>(4) OUTSIDE ROADSIDE<br>RIGHT-OF-WAY<br>(5) OTHER<br>(6) OFF ROADWAY, LOC. UNK.<br>(9) UNKNOWN | IMPACT<br>CONFIGURATION<br>FOR CODES, SEE TABLE<br>ON PAGE DA-3. | OBJECT/VEHICLE<br>CONTACTED<br>FOR CODES, SEE TABLE<br>ON PAGE DA-4. |
|-----------------|--|--|--|
| # 1             | <u>1</u><br>32   | <u>1</u> <u>4</u><br>34  | <u>1</u> <u>2</u><br>36  |
| #2              | —<br>37  | —<br>39  | —<br>41  |
| #3              | —<br>42  | —<br>44  | —<br>46  |
| #4              | —<br>47  | —<br>49  | —<br>51  |
| #5              | —<br>52  | —<br>54  | —<br>56  |
| #6              | —<br>57  | —<br>59  | —<br>61  |
| #7              | —<br>62  | —<br>64  | —<br>66  |

DAMAGE DA-3

CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

## SIZE

## WHEELBASE

- |              |                                |
|--------------|--------------------------------|
| SUB-MINI     | < 2286 mm (< 90")              |
| MINI         | 2286 - 2412 mm (90" - 94.9")   |
| SUB-COMPACT  | 2413 - 2539 mm (95" - 99.9")   |
| COMPACT      | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL         | 2794 - 2920 mm (110" - 114.9") |
| LARGE        | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE    | > 3175 mm (> 125")             |

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

| Duplicate columns 1-8 from the previous card.            |               | Module <u>C</u> <u>B</u> Format <u>0</u> <u>1</u><br>9 10 11 12 |                           | CRASH RECONSTRUCTION CR-1<br>for $\Delta V$ |                               |  |  |
|--|---------------|---|---------------------------|---|-------------------------------|--|--|
|  |               | CASE VEHICLE PRIMARY IMPACT                                     |                           | CASE VEHICLE SECONDARY IMPACT               |                               |  |  |
|  |               | CASE VEHICLE  | CONTACTED VEHICLE         | CASE VEHICLE                                | CONTACTED VEHICLE             |  |  |
| EVENT NUMBER   |               | <u>1</u><br>13  |                           | <u>47</u>                                   |                               |  |  |
| $\Delta V$ (km/h)  | TOTAL         | <u>9</u> —<br>14 15 16  | <u>9</u> —<br>32 33 34    | <u>48</u> <u>49</u> <u>50</u>               | <u>66</u> <u>67</u> <u>68</u> |  |  |
|  | LONGITUDINAL* | <u>9</u> —<br>17 — — — 20                                       | <u>9</u> —<br>35 — — — 38 | <u>51</u> — — — <u>54</u>                   | <u>69</u> — — — <u>72</u>     |  |  |
|  | LATERAL*      | <u>9</u> —<br>21 — — — 24                                       | <u>9</u> —<br>39 — — — 42 | <u>55</u> — — — <u>58</u>                   | <u>73</u> — — — <u>76</u>     |  |  |
| *NOTE: THESE $\Delta V$ COMPONENTS<br>MUST INCLUDE SIGN. |               |   |                           |   |                               |  |  |
| EXAMPLES: 10 km/h = $\pm 010$<br>-7 km/h = $-007$        |               |   |                           |   |                               |  |  |
| ENERGY DISSIPATED BY<br>CRUSH (kj)                       |               | <u>9</u> —<br>25 — — — 28                                       | <u>9</u> —<br>43 — — — 46 | <u>59</u> — — — <u>62</u>                   | <u>77</u> — — — <u>80</u>     |  |  |
| RECONSTRUCTION   |               |   |                           |   |                               |  |  |
| (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL          |               | <u>1</u> <u>2</u><br>29 30                                      |                           | <u>63</u> <u>64</u>                         |                               |  |  |
| (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL              |               |   |                           |   |                               |  |  |
| (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL         |               |   |                           |   |                               |  |  |
| (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL             |               |   |                           |   |                               |  |  |
| NOT RECONSTRUCTED BECAUSE                                |               |   |                           |   |                               |  |  |
| (02) INSUFFICIENT DATA                                   |               |   |                           |   |                               |  |  |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE                    |               |   |                           |   |                               |  |  |
| (04) ROLLOVER  |               |   |                           |   |                               |  |  |
| (05) VAULTING  |               |   |                           |   |                               |  |  |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE              |               |   |                           |   |                               |  |  |
| (07) NON-HORIZONTAL FORCE                                |               |   |                           |   |                               |  |  |
| (08) SIDESWIPE-TYPE DAMAGE                               |               |   |                           |   |                               |  |  |
| (09) YIELDING OBJECT                                     |               |   |                           |   |                               |  |  |
| (10) OTHER: _____  |               |   |                           |   |                               |  |  |
| (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE                |               |   |                           |   |                               |  |  |
| (12) OTHER VEHICLE NOT<br>INSPECTED                      |               |   |                           |   |                               |  |  |
| MODE   |               |   |                           |   |                               |  |  |
| (1) CDC ONLY   |               |   |                           |   |                               |  |  |
| (2) CDC & DETAILED DAMAGE                                |               | <u>5</u><br>31  |                           | <u>65</u>                                   |                               |  |  |
| (3) TRAJECTORY & CDC                                     |               |   |                           |   |                               |  |  |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE                |               |   |                           |   |                               |  |  |
| (5) NOT RECONSTRUCTED                                    |               |   |                           |   |                               |  |  |
| COMPUTER PROGRAM<br>SPECIFY: _____                       |               |   |                           |   |                               |  |  |

Duplicate columns 1-8  
from the previous card.Module C R Format 0 2  
9 10 11 12CRASH RECONSTRUCTION CR-2  
for EBS

|  | CASE VEHICLE PRIMARY IMPACT |                       | CASE VEHICLE SECONDARY IMPACT |                      |
|--|-----------------------------|-----------------------|-------------------------------|----------------------|
|  | CASE VEHICLE                | CONTACTED VEHICLE     | CASE VEHICLE                  | CONTACTED VEHICLE    |
| EVENT NUMBER                                       | <u>1</u><br>13              |                       | <u>47</u>                     |                      |
| EBS (km/h) TOTAL                                   | <u>020</u><br>14 15 16      | <u>9—</u><br>32 33 34 | <u>—</u><br>48 49 50          | <u>—</u><br>66 67 68 |
| LONGITUDINAL*                                      | <u>-019</u><br>17 20        | <u>9—</u><br>35 38    | <u>—</u><br>51 54             | <u>—</u><br>69 72    |
| LATERAL*   | <u>-003</u><br>21 24        | <u>9—</u><br>39 42    | <u>—</u><br>55 58             | <u>—</u><br>73 76    |
| * NOTE: THESE EBS COMPONENTS<br>MUST INCLUDE SIGN. |                             |                       |                               |                      |
| EXAMPLES: 10 km/h = ±010<br>-7 km/h = -007         |                             |                       |                               |                      |
| ENERGY DISSIPATED BY<br>CRUSH (kj)                 | <u>0024</u><br>25 28        | <u>9—</u><br>43 46    | <u>—</u><br>59 62             | <u>—</u><br>77 80    |
| RECONSTRUCTION                                     |                             |                       |                               |                      |
| (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL    | <u>22</u><br>29 30          |                       | <u>63 64</u>                  |                      |
| (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL        |                             |                       |                               |                      |
| (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL   |                             |                       |                               |                      |
| (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL       |                             |                       |                               |                      |
| NOT RECONSTRUCTED BECAUSE                          |                             |                       |                               |                      |
| (02) INSUFFICIENT DATA                             |                             |                       |                               |                      |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE              |                             |                       |                               |                      |
| (04) ROLLOVER                                      |                             |                       |                               |                      |
| (05) VAULTING                                      |                             |                       |                               |                      |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE        |                             |                       |                               |                      |
| (07) NON-HORIZONTAL FORCE                          |                             |                       |                               |                      |
| (08) SIDESWIPE-TYPE DAMAGE                         |                             |                       |                               |                      |
| (09) YIELDING OBJECT                               |                             |                       |                               |                      |
| (10) OTHER: _____                                  |                             |                       |                               |                      |
| (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE          |                             |                       |                               |                      |
| (12) OTHER VEHICLE NOT<br>INSPECTED                |                             |                       |                               |                      |
| MODE   |                             |                       |                               |                      |
| (1) CDC ONLY                                       |                             |                       |                               |                      |
| (2) CDC & DETAILED DAMAGE                          | <u>2</u><br>31              |                       | <u>65</u>                     |                      |
| (3) TRAJECTORY & CDC                               |                             |                       |                               |                      |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE          |                             |                       |                               |                      |
| (5) NOT RECONSTRUCTED                              |                             |                       |                               |                      |
| COMPUTER PROGRAM<br>SPECIFY: <u>WIP Smash</u>      |                             |                       |                               |                      |

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 3  
9 10 11 12

# CRASH RECONSTRUCTION CR-3

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

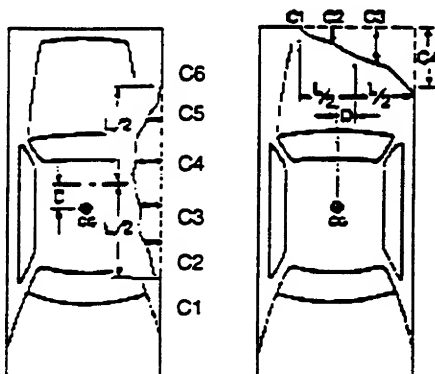
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|---------------------------|---------------------|
| 1                   | Front Bumper BC to BC     | SAME                |
|                     |                           |                     |
|                     |                           |                     |

## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other Average
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
| 1                      | 1                         | 139           |           | 139      | 16             | 6              | 0              | 0              | 6              | 19             | 0           |
|                        | FREE SPACE                |               |           |          | -8             | -3             | -1             | -1             | -3             | -8             |             |
|                        | 2                         |               | 47        |          | 42             | 44             | 40             | 45             | 49             | 47             |             |
|                        | FREE SPACE                |               | -16       |          | -16            | -22            | -24            | -24            | -22            | -16            |             |
|                        |                           |               | 31        |          | 26             | 22             | 16             | 21             | 27             | 31             |             |
| 1                      | 5                         | 139           | 031       | 139      | 017            | 013            | 008            | 011            | 015            | 021            | -000        |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 4  
9 10 11 12

# CRASH RECONSTRUCTION CR-4

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

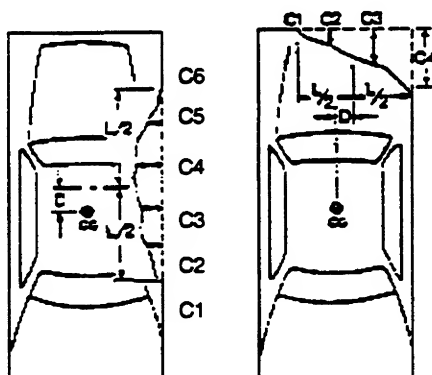
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|---------------------------|---------------------|
|                     |                           |                     |
|                     |                           |                     |
|                     |                           |                     |

## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 1                      | 9                         | 999           | 999       | 999      | 999            | 999            | 999            | 999            | 999            | 999            | +999        |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |





Duplicate columns 1-8  
from the previous card.

Module F I Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

## TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

## AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

## MAIN TANK LOCATION

122

14 16

## AUXILIARY TANK LOCATION

888  
22 24

## MAIN FILLER CAP LOCATION

133  
17 19

## AUXILIARY FILLER CAP LOCATION

888  
25 27

## MAIN TANK MATERIAL

1  
20

## AUXILIARY TANK MATERIAL

8  
28

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F 1 Format 0 1  
9 10 11 12

# FUEL LEAKAGE FL-1

## DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

0  
13

(1) YES COMPLETE PAGE.

| LEAK<br>NUMBER | I<br>LEAKING<br>COMPONENT        | II<br>COMPONENT<br>SOURCE | III<br>TYPE OF<br>DAMAGE | IV<br>SEVERITY<br>OF DAMAGE | V<br>LOCATION<br>OF LEAK | EVENT<br>NUMBER   |
|----------------|----------------------------------|---------------------------|--------------------------|-----------------------------|--------------------------|-------------------|
| #1             | <u>    </u> <u>    </u><br>14 15 | <u>    </u>               | <u>    </u>              | <u>    </u>                 | <u>    </u> <u>    </u>  | <u>    </u><br>21 |
| #2             | <u>    </u> <u>    </u><br>22 23 | <u>    </u>               | <u>    </u>              | <u>    </u>                 | <u>    </u> <u>    </u>  | <u>    </u><br>29 |
| #3             | <u>    </u> <u>    </u><br>30 31 | <u>    </u>               | <u>    </u>              | <u>    </u>                 | <u>    </u> <u>    </u>  | <u>    </u><br>37 |
| #4             | <u>    </u> <u>    </u><br>38 39 | <u>    </u>               | <u>    </u>              | <u>    </u>                 | <u>    </u> <u>    </u>  | <u>    </u><br>45 |
| #5             | <u>    </u> <u>    </u><br>46 47 | <u>    </u>               | <u>    </u>              | <u>    </u>                 | <u>    </u> <u>    </u>  | <u>    </u><br>53 |

## I LEAKING COMPONENT

### TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

### DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

### EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

### EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

## II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

## III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## V LOCATION OF LEAK

### FIRST DIGIT (LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

0  
13

(1) YES COMPLETE PAGE.

DID FIRE START IN CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

      
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

      
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
17

PROVIDE NOTES IF FIRE OCCURRED.

| Duplicate columns 1-8 from the previous card.   |  | Module <u>E</u> <u>D</u> Format <u>0</u> <u>1</u> |          | 9 10 11 12            |  | EXTERIOR DAMAGE  |  | ED-1  |                       |
|---|--|---|----------|-----------------------|--|--|--|---|-----------------------|
| <h3>HOOD PERFORMANCE</h3> <p>FOR THE FOLLOWING, USE CODES:</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(9) UNKNOWN</p> |  |   |          |                       |  | <h3>STEERING COL FLEXIBLE COUPLING</h3> <p>FLEXIBLE COUPLING TYPE</p> <p>(0) NONE<br/>(1) FLEXIBLE MATERIAL<br/>(2) POT<br/>(3) SINGLE U-JOINT<br/>(4) DOUBLE U-JOINT<br/>(5) FLEXIBLE CABLE<br/>(6) COMBINATION OF ABOVE<br/>(CIRCLE EACH)<br/>(7) OTHER: _____<br/>(8) EQUIPPED, TYPE UNKNOWN<br/>(9) UNKNOWN, IF EQUIPPED</p> |  |   |                       |
| HOOD LATCH(ES)-   |  | -RELEASED   | <u>0</u> | <u>13</u>             |  | COUPLING-  |  | -DAMAGED  | <u>9</u><br><u>26</u> |
|   |  | -DAMAGED  | <u>1</u> | <u>14</u>             |  | (USE CODES FROM HOOD PERFORMANCE)  |  | -SEPARATED (COMPLETE)                                       | <u>9</u><br><u>27</u> |
|   |  | -JAMMED   | <u>1</u> | <u>15</u>             |  |  |  |   |                       |
| HOOD HINGES-  |  | -LEFT, DAMAGED                                    | <u>0</u> | <u>16</u>             |  |  |  |   |                       |
|   |  | -LEFT, SEPARATED (COMPLETE)                       | <u>8</u> | <u>17</u>             |  |  |  |   |                       |
|   |  | -RIGHT, DAMAGED                                   | <u>0</u> | <u>18</u>             |  |  |  |   |                       |
|   |  | -RIGHT, SEPARATED (COMPLETE)                      | <u>8</u> | <u>19</u>             |  |  |  |   |                       |
| HOOD REMAINED ON VEHICLE  |  |   | <u>1</u> | <u>20</u>             |  | <h3>ENG COMPART TELESCOPING UNIT</h3> <p>TYPE OF UNIT</p> <p>(00) NONE INSTALLED<br/>(01) - (07) SEE UNITS ON PAGE ED-2<br/>(88) NOT COLLECTED<br/>(97) OTHER: _____<br/>(98) EQUIPPED, TYPE UNKNOWN<br/>(99) UNKNOWN IF EQUIPPED</p>  |  | <u>8</u> <u>8</u><br><u>29</u> <u>30</u>                    |                       |
| REAR EDGE OF HOOD-  |  | -ELEVATED   | <u>1</u> | <u>21</u>             |  | ORIGINAL LENGTH (mm)   |  |   |                       |
|   |  | -CONTACTED WINDSHIELD                             | <u>0</u> | <u>22</u>             |  | F (OR H): _____  |  |   |                       |
|   |  | -PENETRATED WINDSHIELD                            | <u>8</u> | <u>23</u>             |  | TELESCOPED LENGTH (mm)   |  |   |                       |
| HOOD LATCH LOCATION   |  |   |          |                       |  | G: _____   |  |   |                       |
| (1) FRONT OF VEHICLE  |  |   | <u>1</u> | <u>24</u>             |  | DIFFERENCE (mm)  |  |   |                       |
| (2) COWL AREA   |  |   |          |                       |  | F (OR H) - G   |  |   |                       |
| (3) SIDE  |  |   |          |                       |  | (IF LESS THAN 15mm, ENTER "000".)  |  |   |                       |
| (8) NOT APPLICABLE  |  |   |          |                       |  | (888) NOT COLLECTED  |  |   |                       |
| (9) UNKNOWN   |  |   |          |                       |  | (991) NOT MEASURED/NO COMPRESSION  |  | <u>8</u> <u>8</u> <u>8</u><br><u>31</u> <u>32</u> <u>33</u> |                       |
| <h3>ENGINE OR TRANSMISSION MOUNT</h3> <p>SEPARATION (COMPLETE)</p> <p>(0) NO<br/>(1) YES<br/>(9) UNKNOWN</p>                    |  |   |          | <u>0</u><br><u>25</u> |  | <p>(992) COMPRESSED, AMOUNT UNKNOWN<br/>(993) DEVICE EXTENDED<br/>(997) UNABLE TO BE MEASURED<br/>(998) NOT APPLICABLE (NOT EQUIPPED)<br/>(999) UNKNOWN</p>  |  |   |                       |

| EXTERIOR DAMAGE  |   | ED-2   |
|--|---|--|
| <b>LEFT-SIDE BODY MOUNT</b><br><b>DID BODY MOUNT SEPARATE?</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   | <u>0</u><br>34  | <b>LEFT DOORS</b><br><b>HOW DID DOORS OPEN DURING COLLISION?</b><br><br><i>USE CODES:</i><br>(0) DOOR DID NOT OPEN<br>OPENED BECAUSE OF<br>(1) HINGE AREA SEPARATION<br>(2) DOOR-LATCH SEPARATION<br>(3) LATCH-STRIKER SEPARATION<br>(4) STRIKER-PILLAR SEPARATION<br>(5) BODY DISTORTION<br>(6) COMBINATION OF ABOVE<br>(CIRCLE EACH)<br>(7) OPENED, REASON UNKNOWN<br><br>(8) NOT APPLICABLE (NO DOOR)<br>(9) UNKNOWN  |
| <b>LEFT PILLARS</b><br><b>PILLARS SEPARATED COMPLETELY -</b><br><br><i>USE CODES:</i><br>(0) NO<br>(1) YES<br>(4) NO SEPARATION, BUT DAMAGED<br>(8) NOT APPLICABLE (NOT EQUIPPED)<br>(9) UNKNOWN | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 40%;"> <b>-A-PILLAR, UPPER</b><br/><br/><br/> <b>LOWER</b><br/><br/><br/> <b>-B-PILLAR, UPPER</b><br/><br/><br/> <b>LOWER</b><br/><br/><br/> <b>-C-PILLAR, UPPER</b><br/><br/><br/> <b>LOWER</b><br/><br/><br/> <b>-D-PILLAR, UPPER</b><br/><br/><br/> <b>LOWER</b> </div> <div style="width: 10%; text-align: center;"> <u>0</u><br/>35<br/><br/> <u>0</u><br/>36<br/><br/> <u>0</u><br/>37<br/><br/> <u>0</u><br/>38<br/><br/> <u>0</u><br/>39<br/><br/> <u>8</u><br/>40<br/><br/> <u>8</u><br/>41<br/><br/> <u>8</u><br/>42           </div> </div> | <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 40%;"> <b>DOORS JAMMED CLOSED-</b><br/> <br/> <i>USE CODES:</i><br/>           (0) NO<br/>           (1) YES<br/>           (8) NOT APPLICABLE (NO DOOR)<br/>           (9) UNKNOWN         </div> <div style="width: 10%; text-align: center;"> <u>0</u><br/>43<br/><br/> <u>8</u><br/>44<br/><br/><br/> <br/><br/><br/> <u>0</u><br/>45<br/><br/> <u>8</u><br/>46           </div> </div> |

## EXTERIOR DAMAGE

ED-3

## REAR DOOR

## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)  
 (1) HATCHBACK  
 (2) ONE-WAY TAILGATE  
 (3) TWO-WAY TAILGATE  
 (4) CLAMSHELL/DISAPPEARING TAILGATE  
 (5) SINGLE DOOR  
 (6) DOUBLE DOOR  
 (9) UNKNOWN

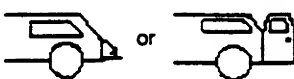
Hatchback



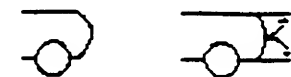
One-way



Two-way



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

0  
47

8  
48

8  
49

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
50

## SPARE TIRE

- (0) NO SPARE TIRE  
 (1) NOT ATTACHED BEFORE COLLISION  
 (2) ATTACHED, NOT SEPARATED IN COLLISION  
 (3) ATTACHED, SEPARATED DUE TO COLLISION  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)  
 (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)  
 (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)  
 (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE  
 (6) FIFTH-WHEEL (INCL. P/U)  
 (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN  
 (9) UNKNOWN IF EQUIPPED

0  
52

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER  
 (1) TRAVEL-TRAILER/CAMPER  
 (2) MOBILE HOME  
 (3) BOAT/SNOWMOBILE/ATV TRAILER  
 (4) UTILITY TRAILER  
 (5) TOWED CAR  
 (7) OTHER: \_\_\_\_\_  
 (8) TRAILER, TYPE UNKNOWN  
 (9) UNKNOWN

0  
53

## EXTERIOR DAMAGE

ED-4

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
55

LOWER

0  
56

-B-PILLAR, UPPER

0  
57

LOWER

0  
58

-C-PILLAR, UPPER

0  
59

LOWER

8  
60

-D-PILLAR, UPPER

8  
61

LOWER

8  
62

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

-FRONT

0 0  
63 64

-REAR

78  
65 66

## DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
67

-REAR

8  
68

## VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
69



## EXTERIOR DAMAGE

ED-5

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

## EXTENT OF BOND SEPARATION

- (0) NONE  
 (1) 1 - 20%  
 (2) 21 - 40  
 (3) 41 - 60  
 (4) 61 - 80  
 (5) 81 - 99  
 (6) TOTAL  
 (7) SEPARATED, AMOUNT  
 UNKNOWN  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

## WINDSHIELD MARK ON CASE VEHICLE:



## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
 (98) NOT APPLICABLE (NO WINDSHIELD)  
 (99) UNKNOWN

DE  
 74 75

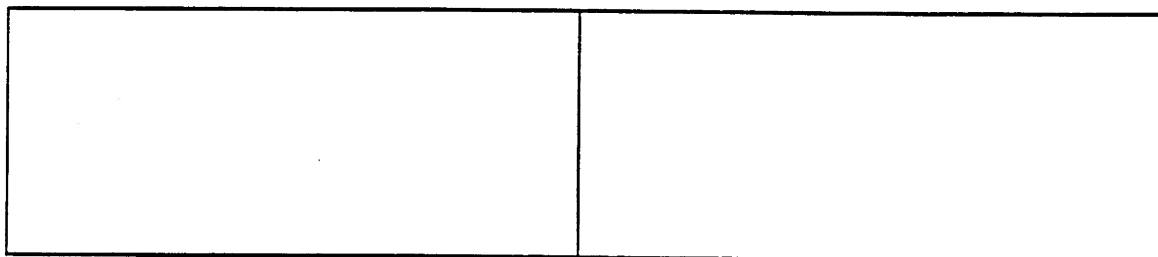
## Roof

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (NOT A T-ROOF OR SUN ROOF)  
 (9) UNKNOWN

8  
 76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



L

C

R

Duplicate columns 1-8  
from the previous card.Module S C Format 0 1  
9 10 11 12

## STEERING WHEEL AND COLUMN SC-1

## STEERING WHEEL

## STEERING WHEEL RIM DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
13NUMBER OF  
STEERING WHEEL SPOKES

- (9) UNKNOWN

4  
14

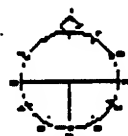
## STEERING WHL SPOKE DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
15STEERING WHEEL POSITION  
AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

## EXAMPLES

O'CLOCK = 12(NORMAL STRAIGHT  
AHEAD)O'CLOCK = 02O'CLOCK = 12

(99) UNKNOWN

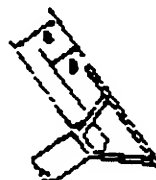
STEERING WHEEL  
ENERGY ABSORBING DEVICE

(1) EXAMPLES:



BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77

(2) EXAMPLES:



OMNI, 78 -  
HORIZON, 78 -

## STEERING COLUMN OPTIONS

## TILT FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED, UNK POSITION  
(2) UP  
(3) MIDDLE  
(4) LOWER  
(9) UNKNOWN IF EQUIPPED

3  
16

## SWING-AWAY FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
17

## TELESCOPING FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
18

## TYPE OF DEVICE

- (0) NONE  
(1) CONVOLUTED OR MESH CYLINDER  
(2) DEEP DISH STEERING WHEEL  
(7) OTHER: \_\_\_\_\_  
(8) NOT COLLECTED  
(9) UNKNOWN IF EQUIPPED

8  
19

## ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

## DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

## DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO MEASURE  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

8 8 8  
20 21 22

## STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN  
ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

|    |    |
|----|----|
| 8  | 8  |
| 23 | 24 |

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

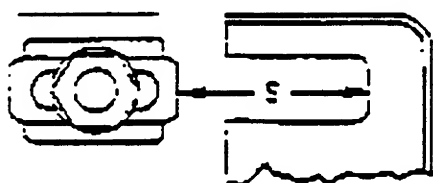
|    |    |    |
|----|----|----|
| 8  | 8  | 8  |
| 25 | 26 | 27 |

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

|    |    |    |
|----|----|----|
| 8  | 8  | 8  |
| 28 | 29 | 30 |

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

|    |
|----|
| 0  |
| 31 |

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

|    |
|----|
| 0  |
| 32 |

## STEERING WHEEL (CONTINUED)

## STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

|    |
|----|
| 0  |
| 33 |

## INTRUSION IT-1

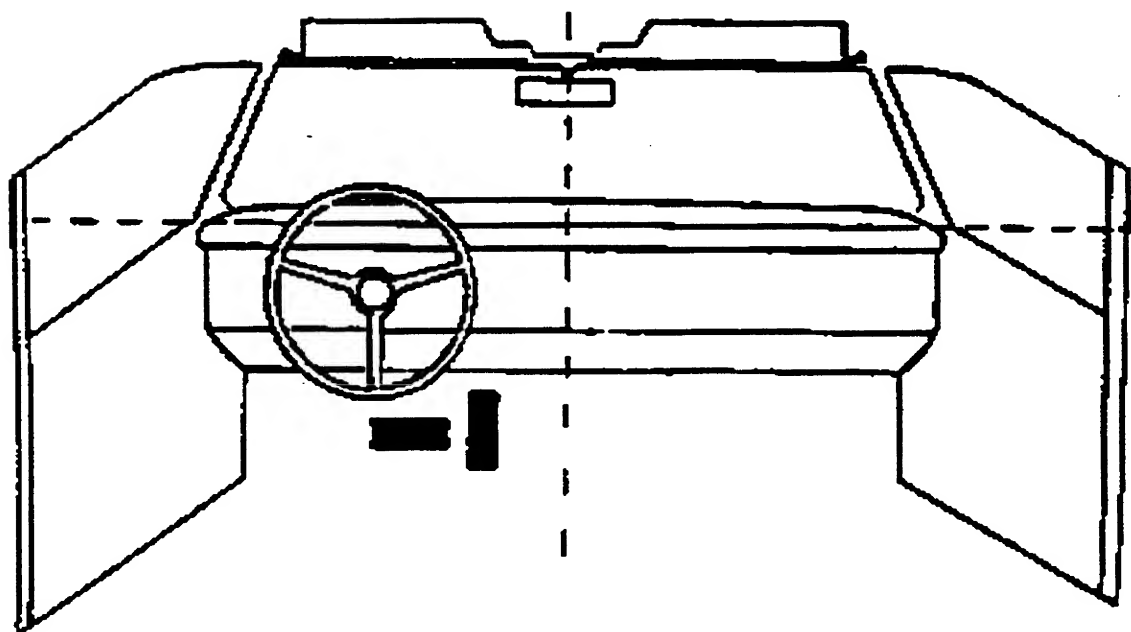
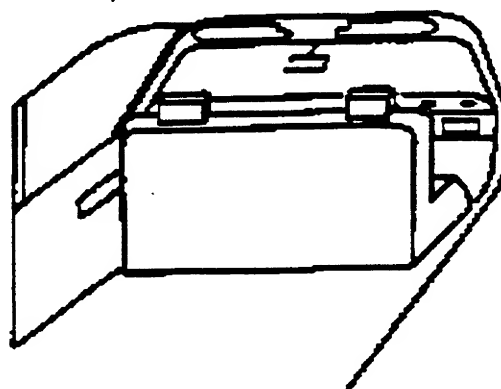
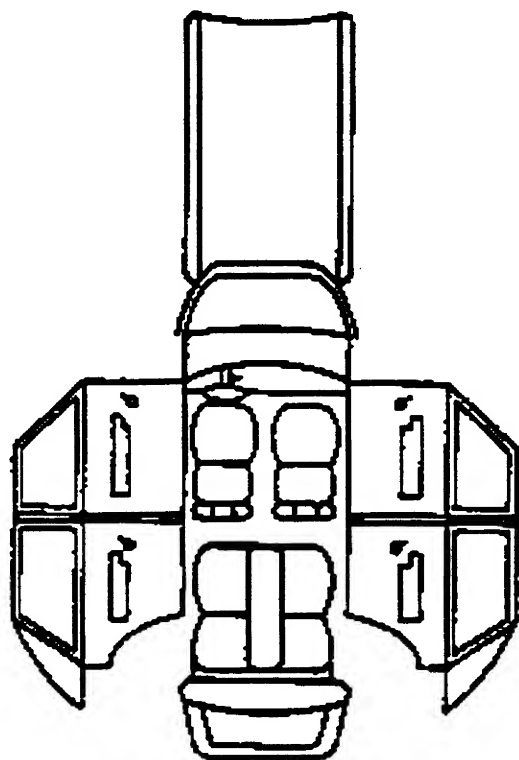
| Location of Intrusion | Intruded Component | (All Measurements Are in Centimeters) |                |           | Dominant Crush Direction |
|-----------------------|--------------------|---------------------------------------|----------------|-----------|--------------------------|
|                       |                    | Comparison Value                      | Intruded Value | Intrusion |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |
|                       |                    | —                                     |                | =         |                          |

## OCCUPANT CONTACT WORKSHEET

| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|------------------------------|-----------------------------------|
| A       |                              |                       |                      |                              |                                   |
| B       |                              |                       |                      |                              |                                   |
| C       |                              |                       |                      |                              |                                   |
| D       |                              |                       |                      |                              |                                   |
| E       |                              |                       |                      |                              |                                   |
| F       |                              |                       |                      |                              |                                   |
| G       |                              |                       |                      |                              |                                   |
| H       |                              |                       |                      |                              |                                   |
| I       |                              |                       |                      |                              |                                   |
| J       |                              |                       |                      |                              |                                   |

## INTRUSION IT-2

VEHICLE OCCUPANT CONTACT DIAGRAM



**INTRUSION IT-3****CODES FOR COLUMN B, OCCUPANT SPACE NUMBER**

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

**FIRST DIGIT**

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

**SECOND DIGIT**

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- |                          |                 |                         |   |
|--------------------------|-----------------|-------------------------|---|
| (1) LEFT                 | (3) RIGHT       | .....                   | INDIVIDUAL SEAT                               |
| (1) LEFT                 | (2) CENTER      | (3) RIGHT               | ..... BENCH: FULL WIDTH 3 PASSENGER           |
| (1) LEFT                 | (2) LEFT CENTER | (6) RIGHT CENTER        | (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT                 | (2) CENTER      | (5) RIGHT & AISLE SPACE | ..... BENCH: PARTIAL WIDTH, LEFT              |
| (0) LEFT & SPACE         | (2) CENTER      | (5) RIGHT & SPACE       | ..... BENCH: PARTIAL WIDTH, CENTERED          |
| (4) ENTIRE VEHICLE WIDTH | .....           | CARGO AREA              |   |

**EXAMPLES**

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

**PASSENGER CAR  
5 PASSENGERS**

|   |   |    |          |
|---|---|----|----------|
| X | X | 11 | 13       |
| X | X | X  | 21 22 23 |

**VAN  
12 PASSENGER CAPACITY**

|   |   |    |               |
|---|---|----|---------------|
| X | X | 11 | 13            |
| X | X | X  | 21 22 25      |
| X | X | X  | 31 32 35      |
| X | X | X  | X 41 42 46 43 |

**CODES FOR COLUMN F, MEASUREMENT AXIS**

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

**CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS**

| OCCUPANT<br>NUMBER | INJURY<br>NUMBER | <u>CONTACT</u>                            |
|--------------------|------------------|---|
| (00)               | (00)             | NO CONTACT                                |
| (##)               | (00)             | CONTACT, NO INJURY                        |
| (97)               | (99)             | CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN |
| (99)               | (00) OR (99)     | UNKNOWN IF CONTACT                        |

## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,  
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- (50) WINDSHIELD HEADER  
A-PILLAR  
ROOF SIDE RAIL
- (51) INSTRUMENT PANEL  
A-PILLAR  
DOOR PANEL
- (52) INSTRUMENT PANEL  
A-PILLAR  
WINDSHIELD HEADER
- (53) DOOR PANEL  
B-PILLAR  
ROOF RAIL
- (54) DOOR PANEL  
A-PILLAR  
ROOF RAIL
- (55) INSTRUMENT PANEL  
FLOOR PAN  
A-PILLAR  
DOOR FRAME
- (56) ROOF RAIL  
A-PILLAR  
B-PILLAR  
WINDOW FRAME
- (57) ROOF RAIL  
A-PILLAR  
B-PILLAR  
C-PILLAR  
DOOR PANEL
- (58) ROOF  
ROOF RAIL  
WINDOW FRAME  
DOOR PANEL
- (59) BACKLIGHT HEADER  
ROOF  
C-PILLAR  
THIRD SEAT-BACK
- (60) ROOF  
ROOF RAIL  
A-PILLAR  
B-PILLAR  
C-PILLAR  
WINDOW FRAME  
DOOR PANEL  
FLOOR PAN
- (61) INSTRUMENT PANEL  
TOE PAN  
WINDSHIELD HEADER  
A-PILLAR  
ROOF RAIL  
WINDOW FRAME  
DOOR PANEL  
ROOF
- (62) ROOF  
ROOF RAIL  
C-PILLAR  
WINDOW FRAME  
FLOOR PAN  
SECOND SEAT  
DOOR PANEL
- (63) ROOF RAIL  
ROOF  
B-PILLAR  
WINDOW FRAME  
FLOOR PAN  
DOOR PANEL  
SECOND SEAT  
FRONT SEAT
- (64) ROOF RAIL  
ROOF OR CONVERTIBLE TOP  
A-PILLAR  
B-PILLAR  
WINDOW FRAME  
WINDOW HEADER
- (65) WINDSHIELD  
WINDSHIELD HEADER  
ROOF SIDE RAIL
- (66) WINDSHIELD  
WINDSHIELD HEADER  
A-PILLAR
- (98) NOT APPLICABLE
- (99) UNKNOWN

Module 1 I Format 0 1  
9 10 11 12

0  
13

34

- (0) NO COMPLETE PAGE.  
(1) YES SKIP PAGE.

Module 1 I Format 0 2  
8 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

### OCCUPANT CONTACT AND INJURY

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Module 1 1 Format 0 3  
9 10 11 12

\_\_\_\_\_

- (0) NONE  
(1) A-PILLAR  
(2) B-PILLAR  
(3) C-PILLAR  
(4) LATCH/STRIKER  
(5) HINGES  
(7) OTHER: \_\_\_\_\_  
\_\_\_\_\_  
(8) NOT APPLICABLE  
(9) UNKNOWN



Duplicate columns 1-8  
from the previous card.

Module 1 1 Format 0 2  
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

**INTRUSIONS** CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A                   | B                 | C                                   | D                      | E                                   | F                                   | G                                   | H                  | I                | J                  | K                |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION<br>NUMBER | OCC.<br>SPACE NO. | INTRUDING<br>COMPONENT<br>OR OBJECT | ASSOC.<br>EVENT<br>NO. | MAXIMUM<br>INTRUSION<br>X AXIS (cm) | MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | MAXIMUM<br>INTRUSION<br>Z AXIS (cm) | OCCUPANT<br>NUMBER | INJURY<br>NUMBER | OCCUPANT<br>NUMBER | INJURY<br>NUMBER |
| 13-14               | 15-16             | 17-18                               | 19                     | 20-21                               | 22-23                               | 24-25                               | 26-27              | 28-29            | 30-31              | 32-33            |
| 0 8                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 0 9                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 0                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 1                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 2                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 3                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 4                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 5                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 6                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 7                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 8                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 1 9                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 0                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 1                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 2                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 3                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 4                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |
| 2 5                 | ---               | ---                                 | ---                    | ---                                 | ---                                 | ---                                 | ---                | ---              | ---                | ---              |

| Duplicate columns 1-8 from the previous card.   |         | Module <u>1</u> <u>D</u> Format <u>0</u> <u>1</u><br>9 10 11 12 |   | INTERIOR DAMAGE |                           | ID-1    |
|---|---------|---|---|-----------------|---------------------------|---------|
| <p>CODES:</p> <p>(0) NO (4) YES, and OCCUPANT CONTACT<br/>           (1) YES (8) NOT APPLICABLE<br/>           (3) NO, and OCCUPANT CONTACT (9) UNKNOWN</p> |         |   |   |                 |                           |         |
| SIDES   | LEFT    | RIGHT   | FRONT   |                 | INSTRUMENT PANEL          |         |
|   |         |   |   |                 |                           |         |
| FRONT DOOR  | 0<br>13 | 0<br>14   | FOOT CONTROLS   | 0<br>45         | UPPER PANEL               | 1<br>55 |
| FRONT HARDWARE  | 0<br>15 | 0<br>16   | IGNITION KEYS   | 0<br>46         | MID PANEL                 | 0<br>56 |
| FRONT ARMREST   | 0<br>17 | 0<br>18   | REAR VIEW MIRROR  | 0<br>47         | LOWER PANEL               | 0<br>57 |
| FRONT GLASS   | 0<br>19 | 0<br>20   | SUNVISOR/FITTINGS   | 0<br>48         | ASHTRAY                   | 0<br>58 |
| REAR DOOR AREA  | 0<br>21 | 0<br>22   | (5) LEFT SIDE ONLY<br>(6) RIGHT SIDE ONLY<br>(7) BOTH SIDES |                 | CONTROL KNOBS<br>& LEVERS | 0<br>59 |
| REAR HARDWARE   | 0<br>23 | 0<br>24   | WINDSHIELD TOP<br>MOLDINGS                                  | 0<br>49         | GLOVE<br>COMPARTMENT AREA | 0<br>60 |
| REAR ARMREST  | 0<br>25 | 0<br>26   | LEFT A-PILLAR<br>(UPPER OR LOWER)                           | 0<br>50         | INSTRUMENTS               | 0<br>61 |
| REAR GLASS  | 0<br>27 | 0<br>28   | RIGHT A-PILLAR<br>(UPPER OR LOWER)                          | 0<br>51         | PARKING BRAKE RELEASE     | 0<br>62 |
| ROOF SIDE RAIL  | 0<br>29 | 0<br>30   | CENTER CONSOLE  | 0<br>52         | PARKING BRAKE PEDAL       | 0<br>63 |
| B-PILLAR  | 0<br>31 | 0<br>32   | TRANSMISSION<br>SELECTOR LEVER                              | 0<br>53         | A/C OR UPPER VENT OUTLETS | 0<br>64 |
| C-PILLAR  | 0<br>33 | 0<br>34   | RIM, HORN, SPOKE  | 0<br>54         | HEATER OR A/C DUCTS       | 0<br>65 |
| D-PILLAR  | 0<br>35 | 0<br>36   |   |                 | RADIO                     | 0<br>66 |
| HEADLINING  | 0<br>37 | 0<br>38   |   |                 | OTHER: * _____            | 0<br>67 |
| ROOF STRUCTURE  | 0<br>39 | 0<br>40   |   |                 |                           |         |
| T-ROOF/SUN ROOF   | 0<br>41 | 0<br>42   |   |                 |                           |         |
| OTHER: * _____  | 0<br>43 | 0<br>44   |   |                 |                           |         |
|   |         |   |   |                 | REAR                      |         |
|   |         |   |   |                 | WINDOW                    | 0<br>68 |
|   |         |   |   |                 | WINDOW HEADER             | 0<br>69 |
|   |         |   |   |                 | CONSOLES                  |         |
|   |         |   |   |                 | VERTICAL                  | 0<br>70 |
|   |         |   |   |                 | ROOF                      | 0<br>71 |

\* MORE THAN ONE ITEM MAY BE NOTED.

| Duplicate columns 1-8 from the previous card. |  | Module <u>S</u> <u>T</u> Format <u>0</u> <u>2</u> |    | SEATS            |    | ST-1      |  |
|---|--|---|----|------------------|----|-----------|--|
|   |  | 9   | 10 | 11               | 12 |           |  |
| <b>FRONT SEAT</b>                             |  | <b>DRIVER</b>                                     |    | <b>PASSENGER</b> |    |           |  |
| <b>TYPE OF FRONT SEAT</b>                     |  |   |    |                  |    |           |  |
| (00) NO SEAT                                  |  | <u>05</u>   |    | <u>05</u>        |    |           |  |
| (01) STANDARD BENCH                           |  | <u>13</u>   |    | <u>14</u>        |    |           |  |
| (02) SPLIT BACK, 50-50                        |  |   |    |                  |    |           |  |
| (03) SPLIT BACK, DRIVER WIDE                  |  |   |    |                  |    |           |  |
| (04) SPLIT BACK, PASS. WIDE                   |  |   |    |                  |    |           |  |
| (05) BUCKET                                   |  |   |    |                  |    |           |  |
| (06) CAPTAIN'S CHAIR                          |  |   |    |                  |    |           |  |
| (07) INDIV. BENCH, 50-50                      |  |   |    |                  |    |           |  |
| (08) INDIV. BENCH, DRIVER WIDE                |  |   |    |                  |    |           |  |
| (09) INDIV. BENCH, PASS. WIDE                 |  |   |    |                  |    |           |  |
| (97) OTHER: _____                             |  |   |    |                  |    |           |  |
| (99) UNKNOWN                                  |  |   |    |                  |    |           |  |
| <b>TYPE OF SEAT MOUNT</b>                     |  |   |    |                  |    |           |  |
| (1) STANDARD                                  |  | <u>1</u>  |    | <u>1</u>         |    |           |  |
| (2) PEDESTAL                                  |  | <u>17</u>   |    | <u>18</u>        |    |           |  |
| (7) OTHER: _____                              |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>SWIVEL MECHANISM EQUIPPED</b>              |  |   |    |                  |    |           |  |
| (0) NO  |  | <u>0</u>  |    | <u>0</u>         |    |           |  |
| (1) YES                                       |  | <u>19</u>   |    | <u>20</u>        |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>ORIGINAL EQUIPMENT SEATS</b>               |  |   |    |                  |    |           |  |
| (0) NO  |  | <u>1</u>  |    | <u>1</u>         |    |           |  |
| (1) YES                                       |  | <u>21</u>   |    | <u>22</u>        |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>CONTACT OF SEAT BY REAR OCCUPANT</b>       |  |   |    |                  |    |           |  |
| (0) NO  |  | <u>0</u>  |    | <u>0</u>         |    |           |  |
| (1) YES                                       |  | <u>23</u>   |    | <u>24</u>        |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>FRONT SEAT DAMAGE</b>                      |  |   |    |                  |    |           |  |
| (0) NONE                                      |  | <u>0</u>  |    | <u>0</u>         |    |           |  |
| (1) BACKREST ONLY DAMAGED                     |  | <u>25</u>   |    | <u>26</u>        |    |           |  |
| (2) CUSHION ONLY DAMAGED                      |  |   |    |                  |    |           |  |
| (3) BACKREST & CUSHION DAMAGED                |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>CENTER ARMREST DAMAGED</b>                 |  |   |    |                  |    |           |  |
| (0) NO  |  | <u>0</u>  |    | <u>0</u>         |    |           |  |
| (1) YES                                       |  | <u>27</u>   |    |                  |    |           |  |
| (7) EQUIPPED, DAMAGE UNKNOWN                  |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (NO CENTER ARMREST)                           |  |   |    |                  |    |           |  |
| (9) UNKNOWN IF EQUIPPED                       |  |   |    |                  |    |           |  |
| <b>FRONT SEAT ROTATION</b>                    |  |   |    |                  |    |           |  |
| (0) NONE APPARENT                             |  | <u>0</u>  |    | <u>0</u>         |    |           |  |
| (1) FORWARD APPARENT                          |  | <u>28</u>   |    | <u>29</u>        |    |           |  |
| (2) REARWARD APPARENT                         |  |   |    |                  |    |           |  |
| (3) LEFT APPARENT                             |  |   |    |                  |    |           |  |
| (4) RIGHT APPARENT                            |  |   |    |                  |    |           |  |
| (5) MULTIPLE ROTATIONS SPECIFY _____          |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>FRONT SEAT-BACK</b>                        |  |   |    |                  |    |           |  |
| <b>SEAT-BACK TYPE</b>                         |  |   |    |                  |    |           |  |
| (1) FORWARD FOLDING                           |  |   |    |                  |    | <u>1</u>  |  |
| (2) RIGID                                     |  |   |    |                  |    | <u>30</u> |  |
| (3) RECLINING                                 |  |   |    |                  |    | <u>1</u>  |  |
| (7) OTHER: _____                              |  |   |    |                  |    | <u>31</u> |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>SEAT-BACK LOCK TYPE</b>                    |  |   |    |                  |    |           |  |
| (0) NONE                                      |  |   |    |                  |    | <u>1</u>  |  |
| (1) MANUAL                                    |  |   |    |                  |    | <u>32</u> |  |
| (2) INERTIA                                   |  |   |    |                  |    | <u>1</u>  |  |
| (3) POWER                                     |  |   |    |                  |    | <u>33</u> |  |
| (7) OTHER: _____                              |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>LOCKS HELD</b>                             |  |   |    |                  |    |           |  |
| (0) NO  |  |   |    |                  |    | <u>1</u>  |  |
| (1) YES                                       |  |   |    |                  |    | <u>34</u> |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    | <u>1</u>  |  |
| (9) UNKNOWN                                   |  |   |    |                  |    | <u>35</u> |  |
| <b>RECLINER MECHANISM HELD</b>                |  |   |    |                  |    |           |  |
| (0) NO  |  |   |    |                  |    | <u>1</u>  |  |
| (1) YES                                       |  |   |    |                  |    | <u>36</u> |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    | <u>1</u>  |  |
| (9) UNKNOWN                                   |  |   |    |                  |    | <u>37</u> |  |
| <b>HEAD RESTRAINT</b>                         |  |   |    |                  |    |           |  |
| <b>HEAD RESTRAINT TYPE</b>                    |  |   |    |                  |    |           |  |
| (0) NONE                                      |  |   |    |                  |    | <u>1</u>  |  |
| (1) ADJUSTABLE                                |  |   |    |                  |    | <u>38</u> |  |
| (2) INTEGRAL                                  |  |   |    |                  |    | <u>1</u>  |  |
| (3) NOT INTEGRAL, BUT CANNOT BE REMOVED       |  |   |    |                  |    | <u>39</u> |  |
| (7) OTHER: _____                              |  |   |    |                  |    |           |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    |           |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |
| <b>REMOVED PRE-CRASH</b>                      |  |   |    |                  |    |           |  |
| (0) NO  |  |   |    |                  |    | <u>0</u>  |  |
| (1) YES                                       |  |   |    |                  |    | <u>40</u> |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    | <u>0</u>  |  |
| (9) UNKNOWN                                   |  |   |    |                  |    | <u>41</u> |  |
| <b>ADJUSTMENT AT CRASH</b>                    |  |   |    |                  |    |           |  |
| (1) UP  |  |   |    |                  |    | <u>2</u>  |  |
| (2) DOWN                                      |  |   |    |                  |    | <u>42</u> |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    | <u>2</u>  |  |
| (9) UNKNOWN                                   |  |   |    |                  |    | <u>43</u> |  |
| <b>HEAD RESTRAINT DAMAGE</b>                  |  |   |    |                  |    |           |  |
| (0) NONE                                      |  |   |    |                  |    | <u>0</u>  |  |
| (1) DAMAGED BUT NOT SEPARATED                 |  |   |    |                  |    | <u>44</u> |  |
| (2) SEPARATED                                 |  |   |    |                  |    | <u>0</u>  |  |
| (8) NOT APPLICABLE                            |  |   |    |                  |    | <u>45</u> |  |
| (9) UNKNOWN                                   |  |   |    |                  |    |           |  |

| SEATS ST-2   |  |               |                  |   |  |
|--|--|---------------|------------------|---|--|
| <b>FRONT SEAT ADJUSTMENT</b>                           |  | <b>DRIVER</b> | <b>PASSENGER</b> | <b>SECOND SEAT (CONT.)</b>                            |  |
| <b>SEAT ADJUSTMENT TYPE</b>                            |  |               |                  | <b>CENTER ARMREST DAMAGED</b>                         |  |
| (0) NONE (RIGID)                                       |  | <u>1</u>      | <u>1</u>         | (0) NO  |  |
| (1) MANUAL   |  | 46            | 47               | (1) YES   |  |
| (2) POWER  |  |               |                  | (7) EQUIPPED,<br>DAMAGE UNKNOWN                       |  |
| (7) OTHER: _____                                       |  |               |                  | (8) NOT APPLICABLE<br>(NO CENTER ARMREST)             |  |
| (8) NOT APPLICABLE (NO SEAT)                           |  |               |                  | (9) UNKNOWN IF EQUIPPED                               |  |
| (9) UNKNOWN  |  |               |                  |   |  |
| <b>ADJUSTMENT PROVIDED</b>                             |  |               |                  | <b>SECOND SEAT-BACK</b>                               |  |
| (1) 2-WAY  |  | <u>1</u>      | <u>1</u>         | <b>LOCKS</b>  |  |
| (2) 4-WAY  |  | 48            | 49               | <b>FOR THE FOLLOWING, USE:</b>                        |  |
| (3) 6-WAY  |  |               |                  | (0) NO  |  |
| (7) OTHER: _____                                       |  |               |                  | (1) YES   |  |
| (8) NOT APPLICABLE                                     |  |               |                  | (8) NOT APPLICABLE                                    |  |
| (9) UNKNOWN  |  |               |                  | (9) UNKNOWN   |  |
| <b>SEAT ADJUSTER DAMAGE</b>                            |  |               |                  | <b>LEFT OR CENTER, EQUIPPED</b>                       |  |
| (0) NONE   |  | <u>0</u>      | <u>0</u>         | 8 61  |  |
| (1) CHUCKING (FREE PLAY)                               |  | 50            | 51               | 62  |  |
| (2) DEFORMED (RELEASED/JAMMED)                         |  |               |                  | 63  |  |
| (3) SEPARATED  |  |               |                  | 64  |  |
| (7) OTHER: _____                                       |  |               |                  | 65  |  |
| (8) NOT APPLICABLE                                     |  |               |                  | 66  |  |
| (9) UNKNOWN  |  |               |                  | 67  |  |
| <b>SEAT ADJUSTER SEPARATION</b>                        |  |               |                  | <b>RIGHT, EQUIPPED</b>                                |  |
| (0) NONE   |  | <u>8</u>      | <u>8</u>         | 8 61  |  |
| (1) SEPARATED AT FLOOR                                 |  | 52            | 53               | 62  |  |
| (2) SEPARATION OF ADJUSTER                             |  |               |                  | 63  |  |
| (3) SEPARATED AT SEAT                                  |  |               |                  | 64  |  |
| (8) NOT APPLICABLE                                     |  |               |                  | 65  |  |
| (9) UNKNOWN  |  |               |                  | 66  |  |
| <b>PRE-CRASH POSITION</b>                              |  |               |                  | <b>RIGHT, HELD</b>                                    |  |
| (1) FORWARD  |  | <u>1</u>      | <u>3</u>         | (3) SEAT FOLDED DOWN                                  |  |
| (2) MIDDLE   |  | 54            | 55               |   |  |
| (3) REARWARD   |  |               |                  |   |  |
| (8) NOT APPLICABLE                                     |  |               |                  |   |  |
| (9) UNKNOWN  |  |               |                  |   |  |
| <b>SECOND SEAT</b>                                     |  | <b>LEFT</b>   | <b>RIGHT</b>     | <b>THIRD SEAT</b>                                     |  |
| <b>TYPE OF SECOND SEAT</b>                             |  |               |                  | <b>EQUIPPED</b>                                       |  |
| (0) NONE   |  |               |                  | <u>0</u>  |  |
| (1) NON-FOLDING  |  |               |                  | 69  |  |
| (2) FOLDING  |  | <u>1</u>      | <u>1</u>         | <u>8</u>  |  |
| (3) CAPTAIN'S CHAIR                                    |  | 56            | 57               | 71  |  |
| (4) JUMP SEAT  |  |               |                  | <u>8</u>  |  |
| (5) INTEGRAL CHILD SEAT                                |  |               |                  | 73  |  |
| (6) LUGGAGE AREA ACCESS PANEL                          |  |               |                  | <u>8</u>  |  |
| (9) UNKNOWN  |  |               |                  | 74  |  |
| <b>SECOND SEAT DAMAGE</b>                              |  |               |                  | <b>VEHICLE EQUIPPED WITH<br/>REAR HEAD RESTRAINTS</b> |  |
| (0) NONE   |  | <u>0</u>      | <u>0</u>         | (0) NOT EQUIPPED<br>(OR REMOVED)                      |  |
| (1) BACKREST ONLY<br>(DAMAGED OR LOOSENED)             |  | 58            | 59               | (1) EQUIPPED  |  |
| (2) CUSHION ONLY<br>(DAMAGED OR LOOSENED)              |  |               |                  | (2) EQUIPPED & DAMAGED                                |  |
| (3) BACKREST & CUSHION<br>(DAMAGED OR LOOSENED)        |  |               |                  | (8) NOT APPLICABLE<br>(NO REAR SEAT)                  |  |
| (4) INTEGRAL CHILD SEAT<br>(PRIORITY CODE)             |  |               |                  | (9) UNKNOWN   |  |
| (5) LUGGAGE AREA ACCESS PANEL<br>(DAMAGED OR LOOSENED) |  |               |                  | <i>Applies to any rear-seat position</i>              |  |
| (8) NOT APPLICABLE                                     |  |               |                  |   |  |
| (9) UNKNOWN  |  |               |                  |   |  |

**AIRBAG AB-1**

| Duplicate columns 1-8<br>from the previous card.   |  | Module <u>A</u> <u>B</u> Format <u>0</u> <u>1</u><br>9 10 11 12 |  | AIRBAG AB-1   |  |   |  |
|--|--|---|--|---|--|---|--|
| <p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>  |  | <p><u>1</u><br/>13</p> <p><u>1</u><br/>14</p>                   |  | <p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO<br/>(1) YES<br/>(4) PRIOR DEPLOYMENT<br/>NOT REINSTALLED<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO<br/>(1) YES<br/>(2) PARTIAL/IMPROPER DEPLOYMENT<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p>  |  | <p><u>1</u><br/>16</p> <p><u>1</u><br/>17</p> |  |
| <p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>           |  | <p><u>0</u><br/>15</p>  |  | <p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE<br/>(2) SPLIT OR TORN<br/>(3) CUT DURING CRASH<br/>(4) BURNED/MELTED<br/>(5) CUT POST CRASH<br/>(6) OTHER _____<br/>(7) DAMAGED, CONDITION UNKNOWN<br/>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br/>(9) UNKNOWN IF EQUIPPED<br/>OR CONDITION</p>              |  | <p><u>0</u><br/>18</p>                        |  |
| <p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> |  | <p><u>0</u><br/>19</p> <p><u>0</u><br/>20</p>                   |  | <p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO<br/>(1) YES<br/>(6) OTHER _____<br/>(7) UNKNOWN IF TETHERED<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO<br/>(1) YES<br/>(8) NOT APPLICABLE<br/>(NO AIRBAG)<br/>(9) UNKNOWN</p> |  | <p><u>0</u><br/>21</p> <p><u>0</u><br/>22</p> |  |

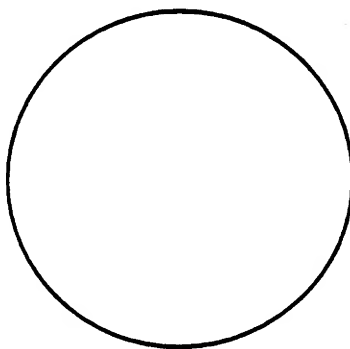
AIRBAG AB-2

AIRBAG NUMBER ON DRIVER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:width = 48cm  
tall = 60cmflap

tall = 10cm

wide = 8.5cm

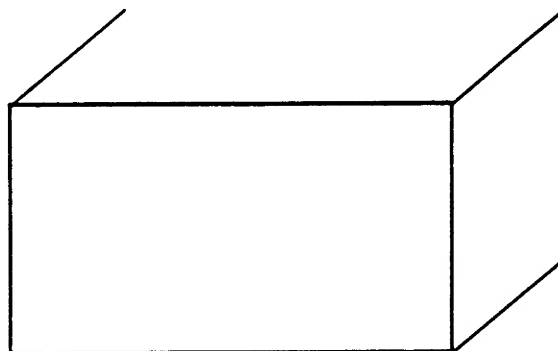
Vent holes  
@ 10 & 2

AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:No vent  
holes

width = 50cm

tall = 47cm



NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.

TEAM REPORT NUMBER: UM - 3713 - 98

| Duplicate columns 1-8 from the previous card.   |  | Module <u>0</u> <u>C</u> Format <u>0</u> <u>2</u><br>9 10 11 12  |  | OCCUPANT INFORMATION OC-1 |  |
|---|--|--|--|---------------------------|--|
| <b>OCCUPANT IDENTIFICATION</b><br><br>OCCUPANT NUMBER <u>01</u><br>13 14<br><br>ROLE OF OCCUPANT AT 1ST IMPACT<br><br>(1) MOTOR VEHICLE DRIVER<br>(2) MOTOR VEHICLE PASSENGER<br>(NOT DRIVER)<br>(9) UNKNOWN <u>1</u><br>15   |  | <b>PHYSICAL DESCRIPTION</b><br><br>AGE IN YEARS <u>20</u><br>(00) LESS THAN 1 YEAR<br>(98) 98 YEARS OR OLDER<br>(99) UNKNOWN<br>AGE IN MONTHS <u>25</u><br>(00) LESS THAN 1 MONTH<br>(25) 25 MONTHS OR OLDER<br>(99) UNKNOWN<br>MASS (kg) <u>90 lb</u><br>(999) UNKNOWN<br>24 25 26<br>HEIGHT (cm) <u>5ft 4in</u><br>(999) UNKNOWN<br>27 28 29<br>SEX <u>2</u><br>(1) MALE<br>(2) FEMALE<br>(9) UNKNOWN<br>30  |  |                           |  |
| <b>OCCUPANT POSITION</b><br><br>ROW LOCATION<br>(1) FRONT<br>(2) SECOND<br>(3) THIRD<br>(4) FOURTH<br>(7) OTHER: _____<br>(8) EXTERNAL TO PASSENGER<br>COMPARTMENT (E.G. BED OF PICKUP)<br>(9) UNKNOWN <u>1</u><br>16<br><br>LATERAL LOCATION<br>(1) LEFT<br>(2) LEFT CENTER<br>(3) CENTER<br>(4) RIGHT CENTER<br>(5) RIGHT<br>(6) ALL (LYING ON SEAT)<br>(8) EXTERNAL TO PASSENGER<br>COMPARTMENT<br>(9) UNKNOWN <u>1</u><br>17<br><br>POSTURE<br>(10) SITTING ON SEAT<br>(11) SITTING ON SEAT IN ABNORMAL<br>POSITION (E.G. FEET ON DASH,<br>SIDEWAYS)<br>(12) SITTING ON CONSOLE<br>(20) ON LAP OR IN ARMS<br>(30) STANDING ON SEAT<br>(40) STANDING ON FLOOR<br>(47) STANDING, EXTERNAL TO<br>PASSENGER COMPARTMENT<br>(50) IN BASSINET<br>(60) IN CHILD SEAT<br>(65) IN CHILD HARNESS<br>(70) LYING ON SEAT<br>(80) LYING/SITTING ON PASSENGER<br>FLOOR<br>(83) LYING/SITTING ON OTHER<br>OBJECT IN PASSENGER<br>COMPARTMENT: _____<br>(85) ON CARGO FLOOR/FOLDED<br>SEAT-BACK<br>(87) LYING/SITTING, EXTERNAL TO<br>PASSENGER COMPARTMENT<br>(97) OTHER: _____<br>(99) UNKNOWN <u>10</u><br>18 19 |  | <b>MEDICAL CONDITIONS</b><br><br>TREATMENT/MORTALITY <u>00</u><br>(00) NONE<br>(01) FIRST AID AT SCENE<br>(02) TREATED AT HOSPITAL/CLINIC<br>BUT NOT ADMITTED<br>(03) HOSPITALIZED FOR OBSERVATION<br>LESS THAN 24 HOURS<br>(04) HOSPITALIZED OVER 24 HOURS<br>OR FOR SIGNIFICANT TREATMENT<br>(05) FATAL, DEAD AT SCENE<br>(06) FATAL, DOA<br>(07) FATAL, DEAD WITHIN 24 HOURS<br>(08) FATAL, DEAD 24 HOURS TO<br>31 DAYS LATER<br>(09) FATAL, DEAD 31 DAYS TO<br>1 YEAR LATER<br>(10) FATAL DEAD WITHIN UNKNOWN<br>PERIOD<br>(99) UNKNOWN<br>INJURY SEVERITY SCORE (ISS) <u>01</u><br>(99) UNKNOWN<br>33 34<br><br>NON-IMPACT MED. CONDITIONS <u>0</u><br>(0) NONE<br>(1) YES, TIME & TYPE UNKNOWN<br>(2) PRE-CRASH FATAL (CLINICAL<br>DEATH AT WHEEL)<br>(3) PRE-CRASH NON-FATAL (E.G.<br>PRIOR INJURY, STROKE)<br>(4) PREGNANT<br>(5) POST-CRASH FATAL (DROWNING)<br>(6) POST-CRASH NON-FATAL INJURY<br>(7) OTHER: _____<br>(8) COMBINATION OF ABOVE<br>(CIRCLE EACH)<br>(9) UNKNOWN<br>35 |  |                           |  |



## OCCUPANT INFORMATION OC-2

| OCCUPANT INFORMATION OC-2   |   |  |  |
|---|---|--|--|
| <b>MEDICAL CONDITIONS (CONT.)</b><br><br><b>POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT</b><br><br>(0) O - NO INJURY<br>(1) C - POSSIBLE INJURY<br>(2) B - NON-INCAPACITATING<br>(3) A - INCAPACITATING INJURY<br>(4) K - FATAL<br>(5) INJURED, SEVERITY UNKNOWN<br>(6) DIED PRIOR TO IMPACT<br>(7) NON-FATAL INJURY, SEVERITY UNKNOWN<br>(9) UNKNOWN   | <div style="text-align: center;"> <u>0</u><br/>           36         </div>   | <b>CHILD SEAT TYPE</b><br><br>(00) NONE USED<br>(01) YES, USED<br>(02) INTEGRAL, Chrysler Mini-van<br>(88) NOT APPLICABLE (ADULT OR OLDER CHILD)<br>(99) UNKNOWN<br><br><b>CHILD SEAT MAKE/MODEL</b><br><br>_____<br>_____<br>_____  | <div style="text-align: center;"> <u>8 8</u><br/>           41 42         </div>   |
| <b>RESTRAINT SYSTEM</b><br><br><b>ACTIVE RESTRAINT SYSTEM</b><br><br>(0) NONE<br>(1) LAP BELT<br>(2) SHOULDER HARNESS ONLY<br>(3) BOTH LAP BELT & SHOULDER HARNESS<br>(9) UNKNOWN<br><br><b>ACTIVE RESTRAINT SYSTEM USAGE</b><br><br>(0) NONE (AVAILABLE BUT NOT USED)<br>(1) LAP BELT ONLY<br>(2) SHOULDER HARNESS ONLY<br>(3) BOTH LAP BELT & SHOULDER HARNESS<br>(7) IMPROPER USAGE<br>(8) NOT APPLICABLE (NONE AVAILABLE)<br>(9) UNKNOWN<br><br><b>PASSIVE RESTRAINT SYSTEM</b><br><br>(0) NONE<br>(1) AIRBAG INSTALLED<br>(2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS<br>(3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS<br>(4) PASSIVE LAP & UPPER TORSO<br>(5) AIRBAG INSTALLED & PASSIVE RESTRAINT<br>(7) OTHER: _____<br>(9) UNKNOWN<br><br><b>PASSIVE RESTRAINT SYSTEM USAGE</b><br><br>(0) SYSTEM DEFEATED<br>(1) AIRBAG NOT DEPLOYED<br>(2) AIRBAG DEPLOYED<br>(3) AIRBAG NOT REINSTALLED<br>(4) PASSIVE UPPER TORSO USED<br>(5) PASSIVE LAP & UPPER TORSO USED<br>(6) SYSTEM USED IN MANUAL MODE<br>(7) IMPROPER USAGE<br>(8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED)<br>(9) UNKNOWN | <div style="text-align: center;"> <u>3</u><br/>           37<br/><br/><br/> <u>0</u><br/>           38<br/><br/><br/> <u>1</u><br/>           39<br/><br/><br/> <u>2</u><br/>           40         </div> | <b>EJECTION</b><br><br><b>DEGREE OF EJECTION</b><br><br>(0) NONE<br>(1) PARTIAL<br>(2) COMPLETE<br>(7) EJECTED, DEGREE UNKNOWN<br>(9) UNKNOWN IF EJECTED<br><br><b>AREA OF EJECTION</b><br><br>(01) WINDOW, LEFT SIDE<br>(02) WINDOW, RIGHT SIDE<br>(03) WINDOW, REAR<br>(04) DOOR, LEFT SIDE<br>(05) DOOR, RIGHT SIDE<br>(06) DOOR, REAR OR TAILGATE<br>(07) WINDSHIELD<br>(08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA<br>(96) EJECTED AREA UNKNOWN<br>(97) OTHER AREA: _____<br>(98) NOT APPLICABLE (NOT EJECTED)<br>(99) UNKNOWN IF EJECTED | <div style="text-align: center;"> <u>0</u><br/>           43<br/><br/><br/> <u>9 8</u><br/>           44 45         </div> |
|   |   | <b>IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:</b><br><br>_____<br>_____<br>_____<br>_____  |  |
|   |   | <b>HEAD RESTRAINT</b><br><br><b>HEAD RESTRAINT AVAILABLE FOR THIS POSITION</b><br><br>(0) NOT EQUIPPED OR REMOVED<br>(1) EQUIPPED<br>(9) UNKNOWN   | <div style="text-align: center;"> <u>1</u><br/>           46         </div>  |

## OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
47

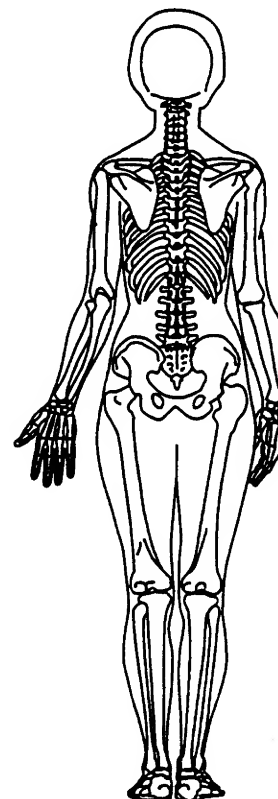
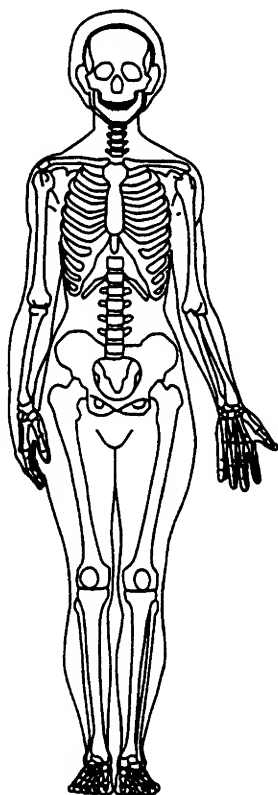
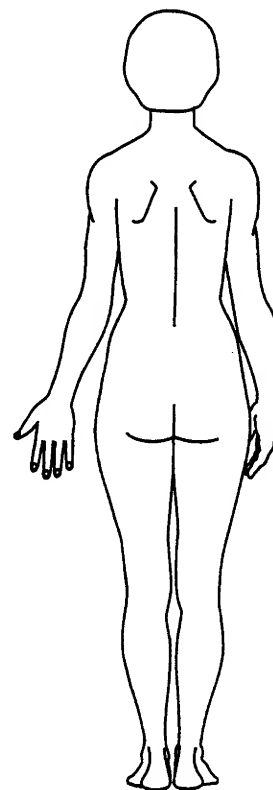
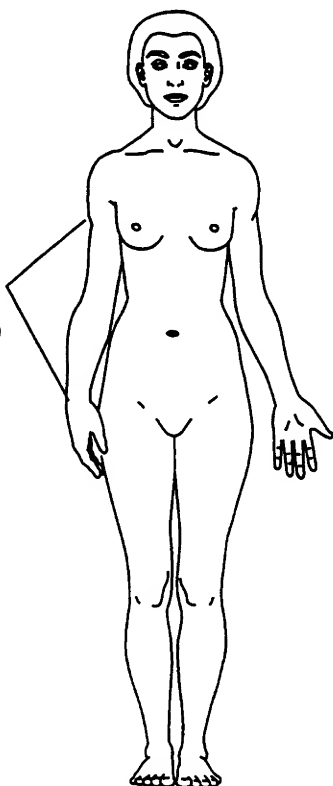
## SOURCE OF INFORMATION

- (0) INTERVIEW ✓
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
48

## OCCUPANT INFORMATION OC-4

**Strain and  
swollen  
right arm,  
from wrist to  
shoulder  
(1)**





## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) & OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) - HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (91) KICKPANEL

## Roof

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) & OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

## PENETRATING OBJECTS

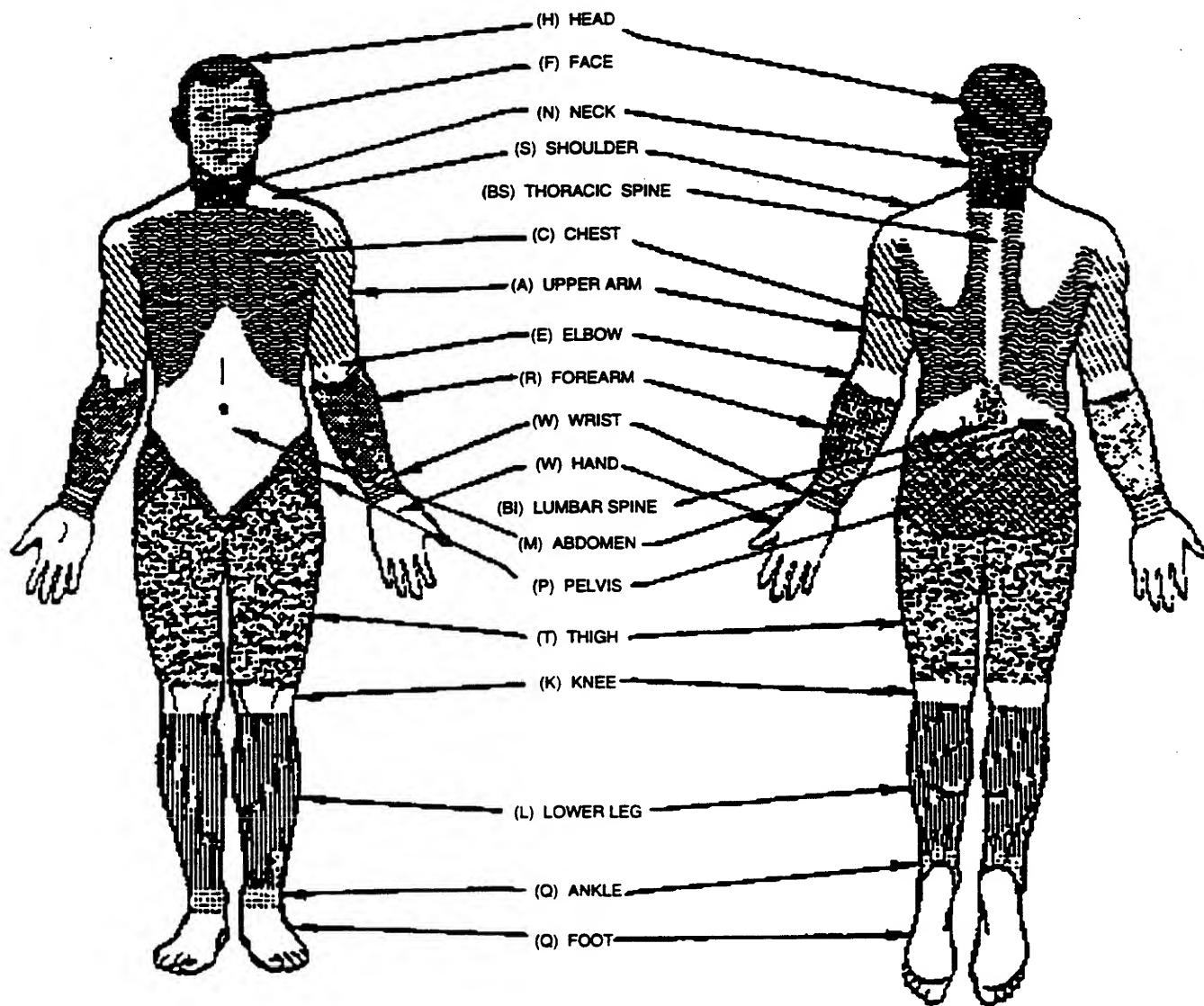
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

## MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

## INJURY CLASSIFICATION IC-3

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## INJURY CLASSIFICATION IC-4

## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

**1 BODY REGION**

(H) HEAD/SKULL  
 (F) FACE  
 (N) NECK  
 (S) SHOULDER  
 (X) UPPER EXTREMITIES  
 (A) ARM (*UPPER*)  
 (E) ELBOW  
 (R) FOREARM  
 (W) WRIST/HAND  
 (C) CHEST  
 (M) ABDOMEN  
 (B) BACK  
 (P) PELVIC/HIP  
 (Y) LOWER EXTREMITIES  
 (T) THIGH  
 (K) KNEE  
 (L) LEG (*LOWER*)  
 (Q) ANKLE/FOOT  
 (O) WHOLE BODY  
 (U) UNKNOWN

**3 LESION**

(L) LACERATION  
 (C) CONTUSION  
 (A) ABRASION  
 (F) FRACTURE  
 (P) PERFORATION,  
 PUNCTURE  
 (K) CONCUSSION  
 (V) AVULSION  
 (R) RUPTURE  
 (S) SPRAIN  
 (D) DISLOCATION  
 (N) CRUSH  
 (M) AMPUTATION  
 (B) BURN  
 (G) DETACHMENT,  
 SEPARATION  
 (Z) FRACTURE AND  
 DISLOCATION  
 (T) STRAIN  
 (E) TOTAL SEVERANCE,  
 TRANSECTION  
 (O) OTHER  
 (U) UNKNOWN

**4 SYSTEM/ORGAN**

(S) SKELETAL  
 (V) VERTEBRAE  
 (J) JOINTS  
 (D) DIGESTIVE  
 (L) LIVER  
 (N) NERVOUS SYSTEM  
 (B) BRAIN  
 (C) SPINAL CORD  
 (E) EARS  
 (O) EYES  
 (A) ARTERIES  
 (H) HEART  
 (Q) SPLEEN  
 (G) UROGENITAL  
 (K) KIDNEYS  
 (R) RESPIRATORY  
 (P) PULMONARY/LUNGS  
 (M) MUSCLES  
 (T) THYROID, OTHER  
 ENDOCRINE GLAND  
 (I) INTEGUMENTARY (*SKIN*)  
 (W) ALL SYSTEMS IN REGION  
 (U) UNKNOWN

**2 ASPECT**

(R) RIGHT  
 (L) LEFT  
 (B) BILATERAL  
 (C) CENTRAL  
 (A) ANTERIOR/FRONT  
 (P) POSTERIOR/BACK  
 (S) SUPERIOR/UPPER  
 (I) INFERIOR/LOWER  
 (W) WHOLE REGION  
 (U) UNKNOWN

| BODY REGION | ASPECT | LESION | SYSTEM/ORGAN | SEVERITY |
|-------------|--------|--------|--------------|----------|
| 1           | 2      | 3      | 4            | 5        |

**5 SEVERITY**  
(OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE  
 (1) MINOR  
 (2) MODERATE  
 (3) SERIOUS  
 (4) SEVERE  
 (5) CRITICAL  
 (6) MAXIMUM  
 (9) UNKNOWN





## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO IMPACT  
 (7) NON-FATAL INJURY,  
 SEVERITY UNKNOWN  
 (9) UNKNOWN

0  
36

## CHILD SEAT TYPE

- (00) NONE USED  
 (01) YES, USED  
 (02) INTEGRAL, Chrysler Mini-van  
 (88) NOT APPLICABLE  
 (ADULT OR OLDER CHILD)  
 (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) LAP BELT  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (9) UNKNOWN

3  
37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)  
 (1) LAP BELT ONLY  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NONE AVAILABLE)  
 (9) UNKNOWN

3  
38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) AIRBAG INSTALLED  
 (2) PASSIVE UPPER TORSO  
 WITH KNEE BOLSTERS  
 (3) PASSIVE UPPER TORSO  
 WITHOUT KNEE BOLSTERS  
 (4) PASSIVE LAP & UPPER TORSO  
 (5) AIRBAG INSTALLED &  
 PASSIVE RESTRAINT  
 (7) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

0  
39

## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED  
 (1) AIRBAG NOT DEPLOYED  
 (2) AIRBAG DEPLOYED  
 (3) AIRBAG NOT REINSTALLED  
 (4) PASSIVE UPPER TORSO USED  
 (5) PASSIVE LAP & UPPER TORSO USED  
 (6) SYSTEM USED IN MANUAL MODE  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NOT ORIGINALLY  
 EQUIPPED)  
 (9) UNKNOWN

2  
40

## EJECTION

## DEGREE OF EJECTION

- (0) NONE  
 (1) PARTIAL  
 (2) COMPLETE  
 (7) EJECTED, DEGREE UNKNOWN  
 (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE  
 (02) WINDOW, RIGHT SIDE  
 (03) WINDOW, REAR  
 (04) DOOR, LEFT SIDE  
 (05) DOOR, RIGHT SIDE  
 (06) DOOR, REAR OR TAILGATE  
 (07) WINDSHIELD  
 (08) ROOF OR OPEN CONVERTIBLE OR  
 FROM EXTERNAL AREA  
 (96) EJECTED AREA UNKNOWN  
 (97) OTHER AREA: \_\_\_\_\_  
 (98) NOT APPLICABLE (NOT EJECTED)  
 (99) UNKNOWN IF EJECTED

98  
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED  
 (1) EQUIPPED  
 (9) UNKNOWN

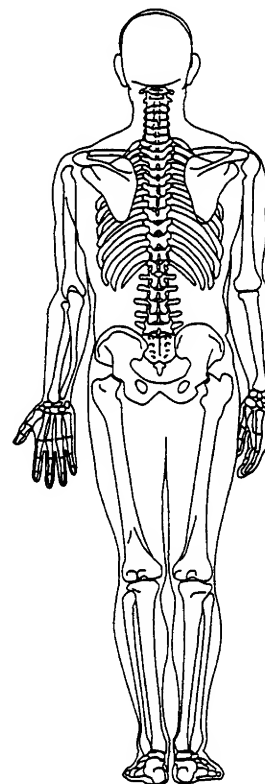
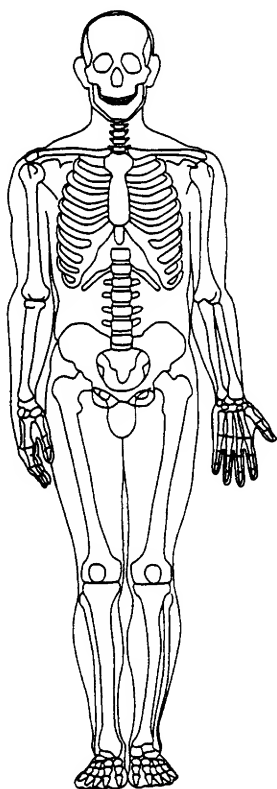
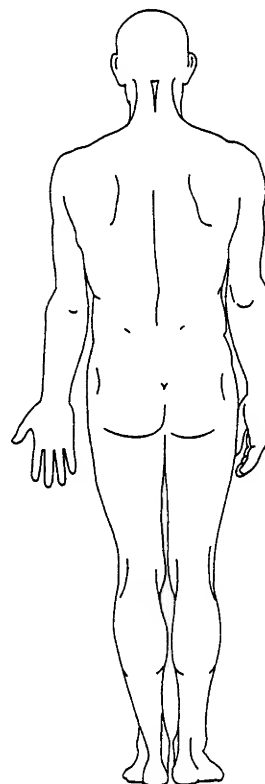
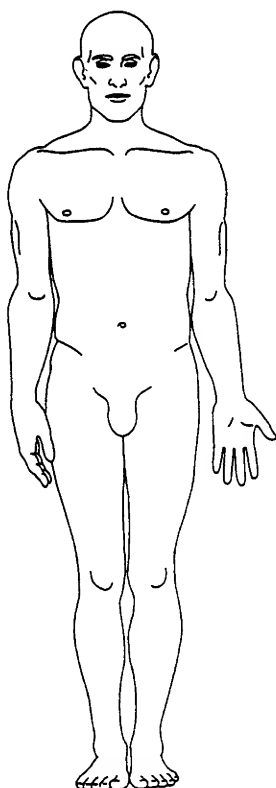
1  
46

# OCCUPANT INFORMATION OC-3

|  |                        |   |                        |
|--|------------------------|---|------------------------|
| <p><b>OCCUPANT EYEWEAR</b></p> <p>(0) NONE<br/> (1) GLASSES<br/> (2) CONTACTS<br/> (3) BOTH GLASSES AND CONTACTS<br/> (4) OTHER _____<br/> (8) NOT APPLICABLE<br/> (9) UNKNOWN</p> | <p><u>0</u><br/>47</p> | <p><b>SOURCE OF INFORMATION</b></p> <p>(0) INTERVIEW<br/> (1) HOSPITAL<br/> (2) AUTOPSY<br/> (3) POLICE<br/> (4) OTHER _____<br/> (5) LAY CORONER/EXTERNAL EXAM<br/> (7) COMBINATION OF ABOVE (CIRCLE)<br/> (8) NOT APPLICABLE<br/> (9) UNKNOWN</p> | <p><u>0</u><br/>48</p> |
|--|------------------------|---|------------------------|

## OCCUPANT INFORMATION OC-4

No Injury



INJURY CLASSIFICATION IC-1

**NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.**

## OCCUPANT INJURY CLASSIFICATION

[illegible]

**NOTE: USE ADDITIONAL PAGES IF NECESSARY.**

## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

## PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

TEAM REPORT NUMBER: UM - 3713 - 98Duplicate columns 1-8  
from the previous card.Module Q C Format Q 2  
9 10 11 12

## OCCUPANT INFORMATION OC-1

## OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

03  
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER  
(2) MOTOR VEHICLE PASSENGER  
(NOT DRIVER)  
(9) UNKNOWN

2  
15

## OCCUPANT POSITION

ROW LOCATION

- (1) FRONT  
(2) SECOND  
(3) THIRD  
(4) FOURTH  
(7) OTHER: \_\_\_\_\_  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT (E.G. BED OF PICKUP)  
(9) UNKNOWN

2  
16

LATERAL LOCATION

- (1) LEFT  
(2) LEFT CENTER  
(3) CENTER  
(4) RIGHT CENTER  
(5) RIGHT  
(6) ALL (LYING ON SEAT)  
(8) EXTERNAL TO PASSENGER  
COMPARTMENT  
(9) UNKNOWN

3  
17

POSTURE

- (10) SITTING ON SEAT  
(11) SITTING ON SEAT IN ABNORMAL  
POSITION (E.G. FEET ON DASH,  
SIDEWAYS)  
(12) SITTING ON CONSOLE  
(20) ON LAP OR IN ARMS  
(30) STANDING ON SEAT  
(40) STANDING ON FLOOR  
(47) STANDING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(50) IN BASSINET  
(60) IN CHILD SEAT  
(65) IN CHILD HARNESS  
(70) LYING ON SEAT  
(80) LYING/SITTING ON PASSENGER  
FLOOR  
(83) LYING/SITTING ON OTHER  
OBJECT IN PASSENGER  
COMPARTMENT: \_\_\_\_\_  
(85) ON CARGO FLOOR/FOLDED  
SEAT-BACK  
(87) LYING/SITTING, EXTERNAL TO  
PASSENGER COMPARTMENT  
(97) OTHER: \_\_\_\_\_  
(99) UNKNOWN

11  
18 19

## PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR  
(98) 98 YEARS OR OLDER  
(99) UNKNOWN

18  
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH  
(25) 25 MONTHS OR OLDER  
(99) UNKNOWN

25  
22 23

MASS (kg)

- (999) UNKNOWN

(120 lb)054  
24 25 26

HEIGHT (cm)

- (999) UNKNOWN

(5 ft 4 in)163  
27 28 29

SEX

- (1) MALE  
(2) FEMALE  
(9) UNKNOWN

2  
30

## MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE  
(01) FIRST AID AT SCENE  
(02) TREATED AT HOSPITAL/CLINIC  
BUT NOT ADMITTED  
(03) HOSPITALIZED FOR OBSERVATION  
LESS THAN 24 HOURS  
(04) HOSPITALIZED OVER 24 HOURS  
OR FOR SIGNIFICANT TREATMENT  
(05) FATAL, DEAD AT SCENE  
(06) FATAL, DOA  
(07) FATAL, DEAD WITHIN 24 HOURS  
(08) FATAL, DEAD 24 HOURS TO  
31 DAYS LATER  
(09) FATAL, DEAD 31 DAYS TO  
1 YEAR LATER  
(10) FATAL DEAD WITHIN UNKNOWN  
PERIOD  
(99) UNKNOWN

00  
31 32

INJURY SEVERITY SCORE (ISS)

- (99) UNKNOWN

00  
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE  
(1) YES, TIME & TYPE UNKNOWN  
(2) PRE-CRASH FATAL (CLINICAL  
DEATH AT WHEEL)  
(3) PRE-CRASH NON-FATAL (E.G.  
PRIOR INJURY, STROKE)  
(4) PREGNANT  
(5) POST-CRASH FATAL (DROWNING)  
(6) POST-CRASH NON-FATAL INJURY  
(7) OTHER: \_\_\_\_\_  
(8) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(9) UNKNOWN

0  
35

## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY,  
SEVERITY UNKNOWN
- (9) UNKNOWN

0  
36

## CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE  
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

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## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (9) UNKNOWN

1  
37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

1  
38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO  
WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO  
WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED &  
PASSIVE RESTRAINT
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

0  
39

## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY  
EQUIPPED)
- (9) UNKNOWN

8  
40

## EJECTION

## DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR  
FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: \_\_\_\_\_
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98  
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

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## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

0  
46

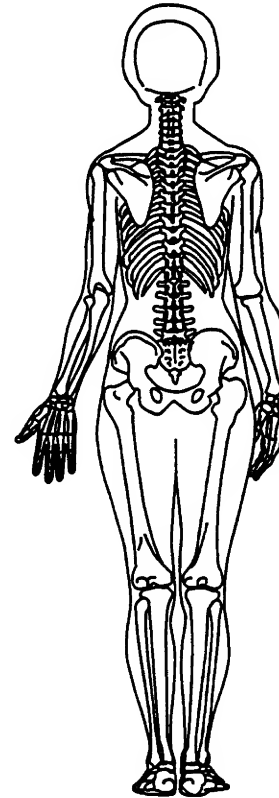
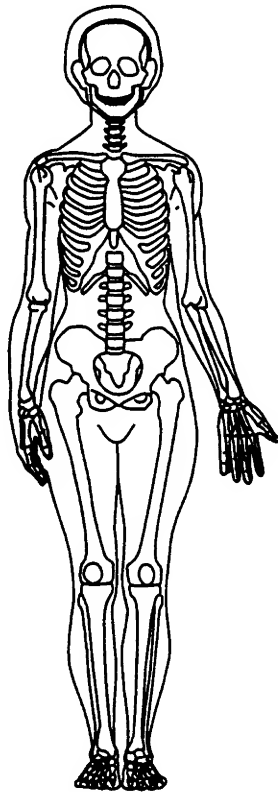
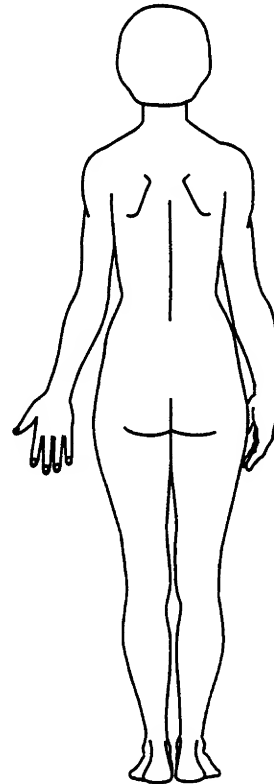
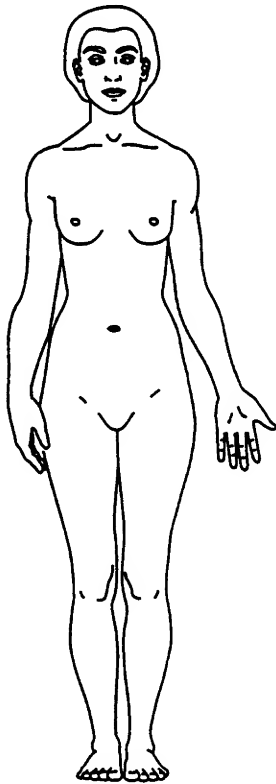
# OCCUPANT INFORMATION OC-3

| OCCUPANT INFORMATION OC-3  |                        |   |                        |
|--|------------------------|---|------------------------|
| <p><b>OCCUPANT EYEWEAR</b></p> <p>(0) NONE<br/>           (1) GLASSES<br/>           (2) CONTACTS<br/>           (3) BOTH GLASSES AND CONTACTS<br/>           (4) OTHER _____<br/>           (8) NOT APPLICABLE<br/>           (9) UNKNOWN</p> | <p><u>0</u><br/>47</p> | <p><b>SOURCE OF INFORMATION</b></p> <p>(0) INTERVIEW<br/>           (1) HOSPITAL<br/>           (2) AUTOPSY<br/>           (3) POLICE<br/>           (4) OTHER _____<br/>           (5) LAY CORONER/EXTERNAL EXAM<br/>           (7) COMBINATION OF ABOVE (CIRCLE)<br/>           (8) NOT APPLICABLE<br/>           (9) UNKNOWN</p> | <p><u>0</u><br/>48</p> |



## OCCUPANT INFORMATION OC-4

No injury



**NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.**

## OCCUPANT INJURY CLASSIFICATION

[illegible]

**NOTE: USE ADDITIONAL PAGES IF NECESSARY.**

## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

## PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

Vehicle: 2001 201 2 98  
Year: 1998 Perlema  
Grand Am SE 3 door 14400  
Van Slupper 4-11 feature  
1998 Ford Ranger 80 4 x 4 p 1400

Daylight  
Cloudy  
Dry  
Asphalt

2001 201 2 98  
1998  
1998



PN3713-68 #2



PN3713-98 #3  
Best Available



PN3713-98 #4  
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**PN 3713-98 #5**  
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**PN3713-98 #6**  
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PN3713-96 #8  
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PN3713-98 #9



PN 3713-98 #10  
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PN3713-98 #11



PN3713-98 #12



PN3713-98 #13





PN 3713-98 #14



PN3713-98 #15



PN3713-88 #16



PN3713-98 #17



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PN3713-98 #19  
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PN3713-98 #20



PN3713-98 #21





PN3713-98 #22



PN3713-88 #23



PN 3713-98 #24



PN3713-98 #25



PN 3713-98 #26



PN3713-98 #27



PN3713-98 #28  
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PN3713-98 #29





PN3713-98 #30



**PN 3713-98 #31**

**Best Available**



PN 3713-98 #32

PN 3713-96

PN 3713-96

General 8.00 10.00 10.00

PN 3713-96

PN 3713-96

PN 3713-96

PN 3713-96

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PN 3713-96  
PN 3713-96  
PN 3713-96



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10/20/2010

10/20/2010

10/20/2010

10/20/2010

DATE 07/13/98

FORM 3713-98

NAME (Last, First, Middle Initial)

DATE 07/13/98

NAME (Last, First, Middle Initial)

DATE 07/13/98

NAME (Last, First, Middle Initial)



Signature

